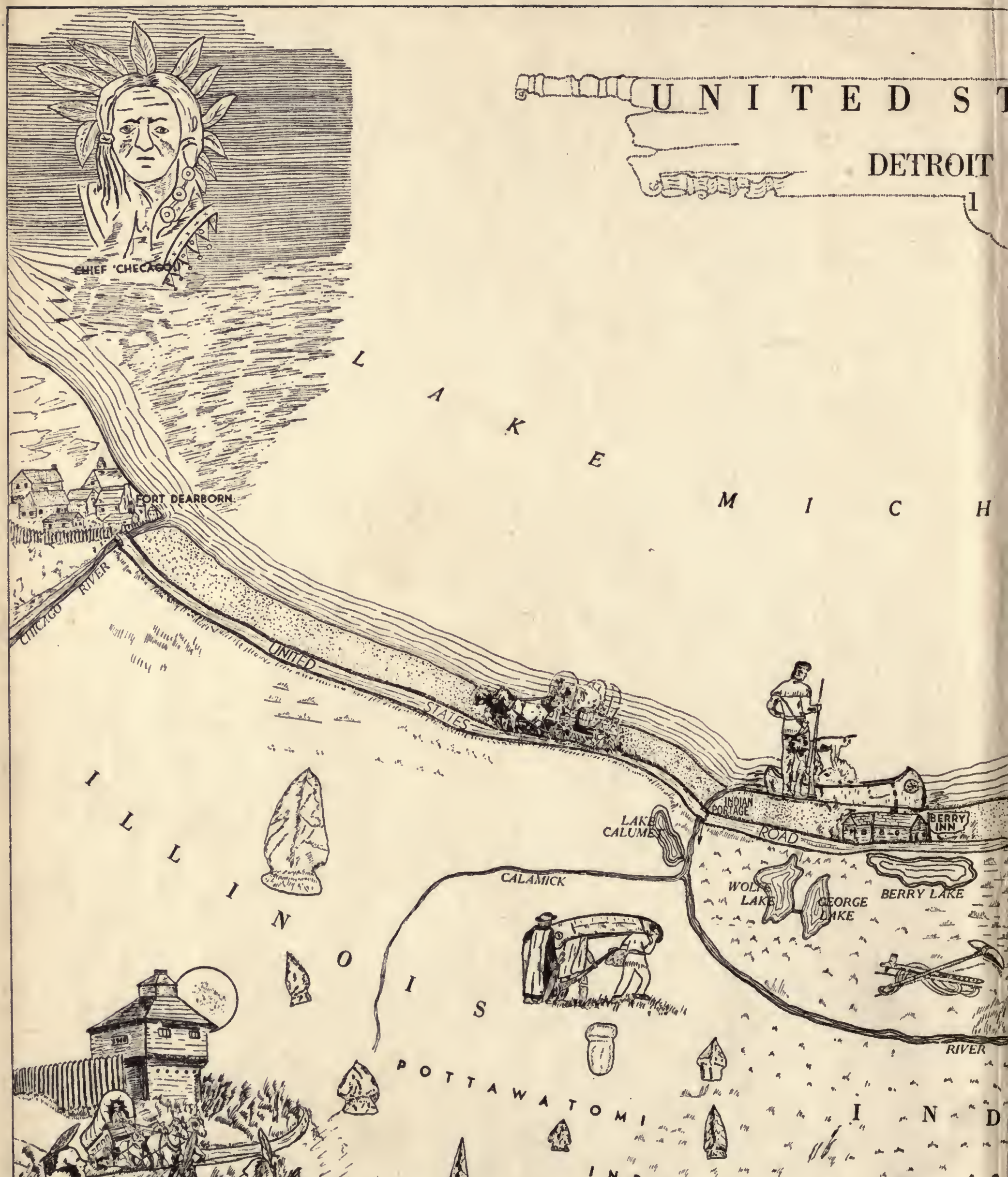
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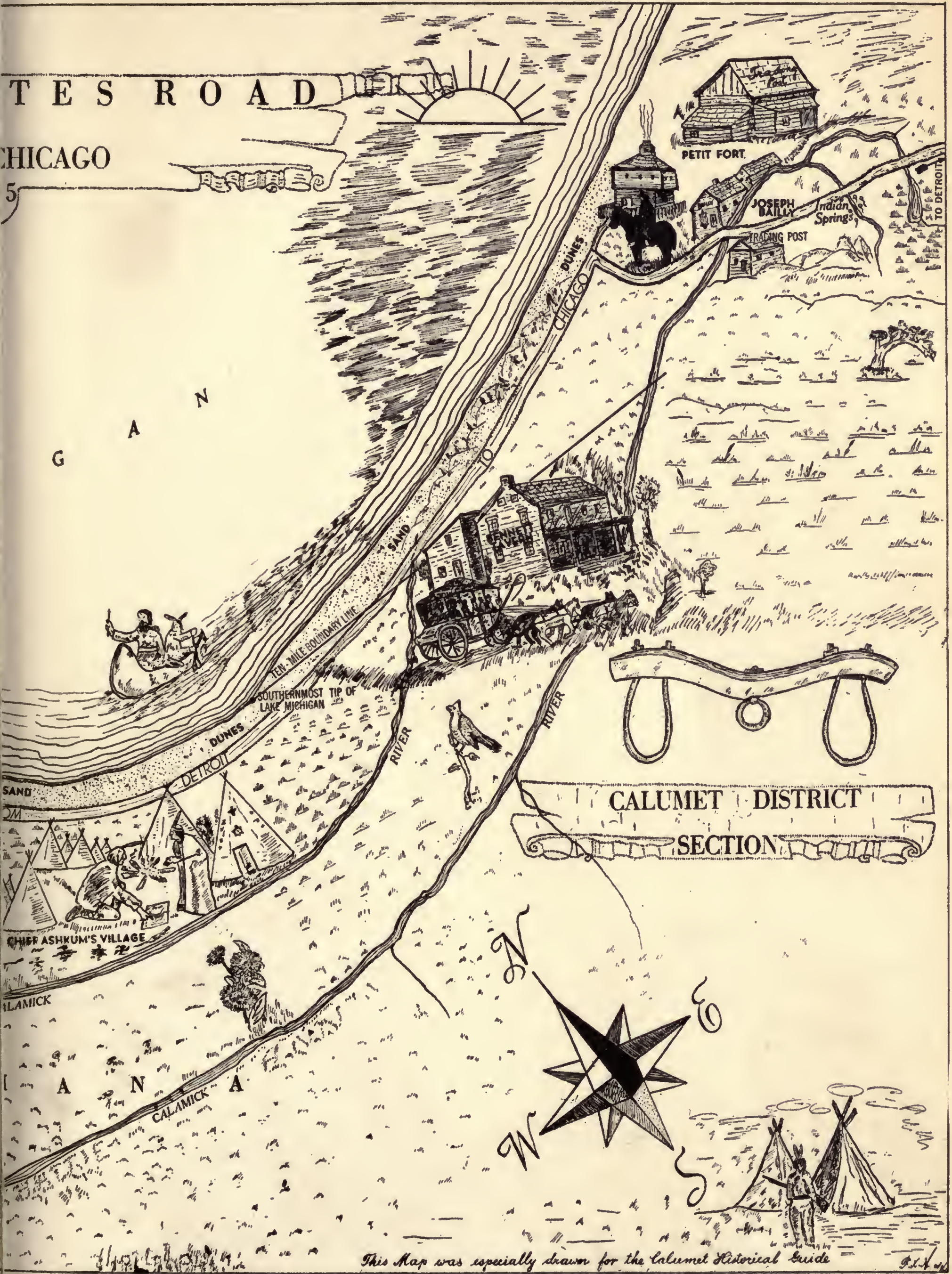

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SAND
TEN-MILE BOUNDARY LINE
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RIVER
CHIEF ASHKUM'S VILLAGE
ALAMICK
CALUMET DISTRICT SECTION
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CALAMICK

This Map was especially drawn for the Calumet Historical Guide

*. . . . The Red Man came and saw and pitched his tent amid Nature's dunelands. Ah! who shall write the epic story of the heretofore unwritten drama that was there unfolded . . . the fierce hatreds, and struggles fraught with tragedy; the sublime passions of love, the long periods of peace, where in his native poetic eloquence, he conversed with earth and sky, dreaming great dreams, looking up at the brilliant stars, his classic bronze features fanned by the soft-scented breath of the Indian summer? . . . The buzz of machines, the whirl of wheels, and the rush of steam everywhere fill the air . . . The Red Man of the Calumet has vanished —engulfed and forgotten in the march of civilization.*

*—Father John Baptiste deVille*

# THE CALUMET REGION HISTORICAL GUIDE

Containing the early history of the region as well as the contemporary
scene within the cities of Gary, Hammond, East Chicago
(including Indiana Harbor), and Whiting

Compiled by the
WORKERS OF THE WRITERS' PROGRAM OF THE
WORK PROJECTS ADMINISTRATION
in the State of Indiana

Sponsored by
THE BOARD OF EDUCATION OF GARY and
THE GARY COMMERCIAL CLUB
and CHAMBER OF COMMERCE

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GORDON F. BRIGGS, SUPERVISOR OF INDIANA WRITERS' PROJECT

Printed in the United States of America

*To the governor of Indiana, M. Clifford Townsend, during whose incumbency the State of Indiana celebrated with its sister states the sesquicentennial of the organization of the Northwest Territory and Lake County, Indiana celebrated its centennial.*

# PREFACE

This Guide is one of a series of guidebooks to states, cities, and metropolitan areas compiled by the Writers' Program, Work Projects Administration. A special unit of field workers and editors under the supervision of the editorial staff of the State office of the Indiana Writers' Project, for more than a year has been collecting, writing, and editing the material contained herein. Headquarters for the work has been the Gary Commercial Club and Chamber of Commerce, Gary, Indiana.

Fringing the southern tip of Lake Michigan in northwest Indiana is an arc of land about 16 miles long, and at most, ten miles wide. Within this arc is a grouping of four industrial cities: Gary, Hammond, East Chicago (including Indiana Harbor), and Whiting. The area, through local usage, is known as the Calumet Region.

The term Calumet Region, as used in the title of this book, has been arbitrarily circumscribed to mean these four cities and their immediate environs. The term is not susceptible of precise definition. Popular usages vary in their geographical delimitation of the region. Thus there are some who hold it to embrace all the territory lying contiguous to the southerly shore of Lake Michigan from St. Joseph, on the eastern coast, to Waukegan, on the western, as far south as the basin of the Kankakee River. Others restrict it to the Lake Michigan litterol from South Chicago (included) to and embracing Michigan City, with a southerly extension to the Little Calumet River.

For the purpose of this guidebook it has been thought advisable to fix the western limit as the Illinois-Indiana State boundary, co-terminous with the western boundary of Hammond, and the eastern as the easterly line of the Indiana Dunes State Park. The southern line of the region has been set as the southernmost point in the city of Gary, about ten miles from the southern tip of Lake Michigan. Numerous towns, hamlets, and points of interest are treated as environs.

Because of its industrial and commercial eminence and the resultant wholly industrial cities, the Calumet Region dramatically illustrates the industrial age—the twentieth century.

This region, within a few miles of the eastern city limits of Chicago, lay dormant during the nineteenth century waiting for electricity and the machine age to give it life.

This volume is unusual among the Writers' Program series for two reasons: First, because the book is a guide to a region that is wholly new and wholly industrial, and second, because it is a guide to four industrial cities, Gary, Hammond, East Chicago and Whiting, an unusual metropolitan area.

How can a region as young as the Calumet Industrial Region be said to have a history? How can an industrial area have any interest for the layman? These two questions were met on every hand by the editors. However, they were heartened by those contemporary annalists who maintain that the true history of the twentieth century is the story of industrialism, and by those historiographers who say that, although the vital events of a city or a region have been hurried forward from stage to stage, the record of them is history.

To those who heretofore have found no romance in the whirring of wheels, the spinning of cylinders, the raising and lowering of giant cranes; to those who have found no beauty in spraying fountains of molten steel or in the red glow in the sky from a Bessemer furnace, a new appreciation will be given, it is hoped, through this book. It is hoped also that to the stranger will be revealed the treasures and resources of the area, and that, through this volume, the citizens of this area will be given a new pride of possession.

The editors are indebted to many individuals and organizations for assistance. Acknowledgement is made to the Gary Public Library and to the Gary Commercial Club and Chamber of Commerce for generously providing offices for the work. For wholehearted assistance in research, acknowledgments are extended to the Hammond, Whiting, East Chicago, Gary, and the Chicago Newberry libraries. For supplying information, giving criticism, suggestions, and reading manuscripts, thanks are extended to John B. Peterson, Crown Point; A. Murray Turner, Miss Myrtle Maye Huehn, and Dr. Hedwig Kuhn, Hammond; Lawrence Becker, Indiana Harbor; Hurley Lee Ragon, Lowell; Harry L. Warriner, Alfred Jones, Frank Gavit, Captain H. S. Norton, Ray Thomas, Frank Sheehan, and Miss Elizabeth Ames, Gary; and to Mr. John T. Frederick, Regional Director of the Writers' Program, Chicago. For maps in this volume we are indebted to the cartographic department of the Illinois Writers' Project. For the articles on the history of the Work-Study-Play System, the Judiciary, Military Activities and the Dune Country in the Calumet Region, the editors are greatly indebted to Mrs. James A. Patterson and James A. Patterson, both of Gary; Foster Bruce of Crown Point and Mrs. Frank J. Sheehan of Gary, and A. B. Dickson and Virginia Moe of Gary respectively. The moral support of the Chambers of Commerce in Gary, Hammond, Whiting and East Chicago, together with their other invaluable assistance, also is acknowledged. At all times helpful were the various county and city departments and for this the editors are deeply grateful.

For making possible the publication of this volume, the project is genuinely indebted to H. B. Snyder, editor of the Gary *Post-Tribune*. To our sponsors, the Gary Commercial Club and Chamber of Commerce and the Gary Board of Education; and to all those institutions and to all individuals who, in advance, reserved copies of the *Calumet Region Historical Guide*, we are grateful.

To the *Calumet Guide*, all workers on the local project have contributed, according to their capabilities; field workers have collected data in the field; research workers have delved into library shelves; typists have typed and retyped; special writers, loaned to the staff, have submitted essays; and the small editorial staff in the *Calumet Guide* office has struggled to keep up with incoming copy. While the work, from the beginning, has been under the personal supervision of Naomi Harris Phillips, the volume is truly a product of co-operative effort.

GORDON F. BRIGGS, *Supervisor, Indiana Writers' Project.*

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# The Region

*Lake Michigan* *By L. Toriello*

*Embryonic Dunes*

*By L. Toriello*

## CALENDAR OF EVENTS

*January*—Gary Independent Amateur Basketball Tourney—Memorial Auditorium. Sponsored by Lake County Merchants.

*February*—Annual Golden Gloves Amateur Boxing Tourney—Memorial Auditorium. Sponsored by Gary *Post-Tribune.*

Lake and Porter Counties' Annual Independent Basketball Tournament—Crown Point Community Gym—Community Building. Sponsored by Independent Merchants Group.

Lake County Federation Day at Hoosier Art Salon in Chicago. Sponsored by Hoosier Art Patrons of Lake County.

Annual Boy Scout Week—Crown Point.

*March*—Annual Concert—Polish Arts Club—Hammond Civic Center.

*April*—Annual Spring Bazaar presented by students and faculty of Catholic Central High School, Hammond.

Annual Military Ball—held at Masonic Temple. Sponsored by R.O.T.C. units of Gary School System.

Lake County Annual Rabbit Show—County Fair Grounds—Crown Point, Indiana. Sponsored by Lake County Rabbit Breeders' Association.

Annual Aerial Membership Round-up of Lake County American Legion men.

*May*—National Maritime Day observed throughout county.

Annual Music Festival—Crown Point Community Building.

Annual South Shore Music Festival—Chapel of the University of Chicago.

May Festival—Polish Arts Club—Marquette Park—Gary.

*June*—Crown Point Annual Garden Show—Community Building. Sponsored by Crown Point Yard and Garden Club.

Annual Croation National Day—Washington Park, East Chicago.

Annual Flower Show—Marquette Park—Refectory Building. Sponsored by Gary Yard and Garden Club.

Annual Gary Amateur Golf Tournament—Gary Country Club. Sponsored by Gary *Post-Tribune.*

Calumet Kennel Club—Dog Show—Goodman Annex, 650 Massachusetts St., Gary. Staged by A. Henderson of Chicago.

Annual Slovak Day Celebration—Wicker Park, Hammond. Sponsored by Slovak Catholics of Lake County.

Flag Day Program—Indiana Dunes State Park. Sponsored by Northern Indiana Chapters of Daughters of American Revolution.

Northwest District Indiana State Nurses Association—Picnic grounds of County Fair Grounds, Crown Point.

*July*—Annual Picnic Lake County Socialists—Wicker Park, Hammond.

Annual German Day—Crown Point Fair Grounds. Sponsored by United German Societies.

Moody Bible Conference—Moody Bible Conference Grounds, Cedar Lake.

*August*—Macedonian Day—Gary.
Jugo-Slav Day Picnic.
Croation National Day—Gary.
Annual Lake County Teachers' Institute Session—Crown Point High School Assembly Room.
Lake County Fair—Fair Grounds, Crown Point.

*September*—Croation Day—Gary.
Lowell American Legion Post's Annual Labor Day Celebration—Oakland Park.
Wine Festival—Miramar Ballroom, Gary.
Art Lecture—Polish Arts Club—Hammond Civic Center.
Liederkranz Annual Concert.

*October*—Annual Founders Day Dinner of Gary Young Men's Christian Association—Gary Y. M. C. A.
Columbus Day Celebrations.
Gary Chess and Checker Tournaments—Gary Y. M. C. A. Sponsored by "Y" Chess and Checker Club.
Annual Artists' Ball—Polish Arts Club, Hammond.

*November*—Hungarian Grape Festival—Hungarian Social Club—Temple Beth-el, Gary.
Steel City Annual Chrysanthemum Exhibit—Marquette Park—Refectory Building.
Armistice Day service throughout Lake County churches. Sponsored by American Legion Posts.
Opening of Red Cross Roll Call with dinner—Hotel Gary.
Lake County Federation of Women's Clubs annual council—Gary Y. W. C. A.
Annual Antique and Hobby Show, Y. M. C. A.

*December*—Annual Art Salon—Horace Mann School Building. Sponsored by Gary College.
Annual Automobile Show—Goodman Building, 650 Massachusetts St., Gary. Sponsored by Gary Automotive Trades Association.
Annual banquet of Lake County Medical Society—Crystal Ballroom, Hotel Gary.
Annual Yuletide presentation of the "Messiah" by Gary Municipal Chorus—Horace Mann High School Auditorium.
Annual Christmas Party of Lake County's underprivileged children—Parthenon Theater, Hammond. Sponsored by Orak Shriners.
Annual Christmas Pageant—held at southwest corner, County Courthouse Lawn, Crown Point. Sponsored by Tri-Kappa, Psi-Iota Xi, and leading citizens.
Annual Beta Gamma Upsilon Sorority Charity Ball—Crystal Ballroom, Hotel Gary.
Annual Christmas Parade and Pageant sponsored by Gary Public Schools and Merchants' Bureau of Gary Commercial Club.

## CHARACTER AND SETTING

LYING in the most northwesterly county of Indiana and embracing the cities of Gary, Hammond, East Chicago (including Indiana Harbor), and Whiting, the Calumet Region fringes the southwestern curve of Lake Michigan for a distance of 16 miles. From west to east, tracing the crescent of the lake line, is a continuous array of factories and mills, miles of tall smokestacks, lifting cranes, silver oil tanks, heavy black gas tanks in their bright steel frames, an endless march of grey mills along the flat sands, never-ending piles of coal and bright brown ore. Eastward and northward lies a range of sand hills and dunes, one of the most interesting natural phenomena in North America. Radiating outward from the crescent, east and south, are the little towns, Hobart, Merrillville, and the suburbs of Hammond, until the land assumes the character of rural Indiana, with truck gardens and farms.

In 1905 the total population of this area was 19,000. More than half of the region was a wilderness of swamps, swale, and sand dunes, uninhabited and uninviting. Within twenty miles of Chicago, great tracts were as wild as they had been when they were trod by the Indian.

Today, with a population of 260,000, the Calumet has become, in only three decades, one of the greatest industrial centers of the world. Nowhere else in America is there such a concentration of diversified industrial operations. Dominated by the heavy industries—the manufacture of steel, railroad equipment, and chemicals, and the refining of oil—the region possesses 221 various companies which manufacture 1,217 different products. Represented in this group are several plants—a steel works, a rail mill, a cement plant, and a generating unit—which top the list of their own category as the world's largest. One of the five large oil refineries is the largest departmentalized refinery in the world.

The show places of the Calumet area are the "Works," the furnaces, coke ovens, mills, refineries, and factories. The large industries include "Big Steel" (seven plants of the United States Steel Corporation), "Little Steel" (Inland Steel Company), Standard Oil Refinery and four other large refineries. The assessed valuation of Lake County is $395,475,110 (the estimated actual valuation is $1,000,000,000), of which about 87 per cent is on property in the manufacturing center. Naturally, the proportion of the population engaged in the manufacturing and mechanical industries—more than 70,000 persons are gainfully employed within the industries on an annual payroll of approximately $85,000,000—is abnormally high; the national percentage is 28.0 but that of Gary and East

Chicago is 63.5. Annually products valued at $600,000,000, ranging from ordinary household articles through steel are manufactured.

Three commercial harbors handle 15,000,000 tons of waterborne traffic yearly between the region and the harbors of Canada, Great Britain, Germany, Norway, Esthonia, and Africa. The port of Indiana Harbor and the Ship Canal is a part of the Great Lakes-Gulf of Mexico Waterway System, not yet entirely completed. These, with six U.S. highways, twelve trunk railroad lines, four belt lines, three convenient airports and a network of State and county highways, offer transportation accommodation necessary for industrial development.

The Calumet Region is proud of its industrial pre-eminence. The scene it presents in the amassing of great industries—steel mills sprawled across the waterfront, freight trains creeping through a vast network of railway tracks, oil-filled air, the din of chugging engines, and the thunder of dumping slag—is depressing to some; to others, because it is creative, it is inspiring. Mass production, long distance transmission, laboratories, are the vital subjects within this area.

Realizing that it is without the mellowness of age, Calumet seizes upon and exploits its industrial sovereignty. Attention is directed to the complete topographical transformation that was necessary before home or factory could be built. When the Standard Oil Company began its plant, the first to be built on the lake front, the south and east sides of the property were mostly under water. It was necessary to "wheel sand into the water for paths and to build sand-rings around the foundations of the tanks to dam back the water." When the tanks were put into service, a boat was used to get from one tank to another to operate valves and read gauges. When the Gary Steel Mills were built, swamps were drained, the channel of the Grand Calumet River was changed, and sand dunes 60 to 80 feet high were leveled.

The most beautiful dune country in this area extends eastward from Gary along the shore of the lake to Michigan City. It is covered by a range of high sand hills from a half mile to a mile wide, whose base is a wide sandy beach, made flat by action of the waves upon the shore. Its white "singing sands" and the shallowness of the water far into the lake have helped to popularize this beach, making the dune shore a favorite playground. Because of the presence of Arctic vegetation side by side with tropical plants, and because there are 1,400 specimens of wild flowers here, botanists from all over the world visit the dunes. Because of the unusual variety of insects, eminent entomologists come to the dune country, and because the alteration of the earth's structure is so well defined, geologists study the region.

A part of the dune country has been turned into a State park to preserve its scenic beauty and historical significance and to restrain the industrial expansion which in a short time undoubtedly would mar it.

Hammond is the oldest of the four cities which have developed in the Calumet area, dating back, as a settlement under a different name, to 1851. Indicative of the maturity of the city, Hammond possesses some of the very few structures in the entire region which might be termed old, residences built in the style of the late seventies and early eighties. These remnants of the last century give Hammond a similarity to other midwest cities. However, it is a typical industrial community and more than seventy industries are located here.

Gary, the steel city, the largest and the youngest of the four, has literally sprung up over night. The newness of everything in Gary is impressive—miles of new buildings, new churches, new schools, new dwellings, new streets, new trees. The general aspect of the city is distinguished by four features: large, well constructed public school buildings and their campuses, churches of strikingly diverse construction, the prevalence and design of settlement houses, and the number and extent of the public parks. Possessing the earmarks of a mill town, including a foreign-born population that exceeds the native-born of the age of 35 or over, Gary eats, sleeps, and thinks in terms of steel.

Although the name East Chicago suggests that the city adjoins Chicago, it is really twenty miles southeast. Situated on the south shore of Lake Michigan, East Chicago's area of eleven square miles is the seat of important heavy industries, and from the standpoint of land and water transportation and the meeting of the two, the city is the most important terminal in Indiana. In relation to its population, it is the most highly industrialized city in the Calumet and has the smallest number of "white collar" workers. East Chicago is divided into two distinct districts, which have given rise to the local sobriquet "The Twin City."

Just as Gary is tied to steel, so Whiting is inextricably bound to oil. The very air of the community is permeated with the smell of it. Oil is the economic life-blood of the city; the Standard Oil Company pays 67 per cent of the city taxes. Whiting is exceptional in that, because of the peculiar circumstances of the area, zoning laws, and density of population, it probably has reached the full extent of possible growth.

Calumet's four cities, geographically and industrially, form a unit. They merge into each other so completely that a tourist frequently passes from

Gary to Hammond or to East Chicago, unaware that he has entered another city. In many ways they are bound to one another. A single Chamber of Commerce attends both Whiting and North Hammond (Robertsdale). The industries of West Gary are served by the East Chicago Telephone Exchange. Highway, park, and city planning of each city is done in co-operation with the Chicago Regional Planning Commission. They are all typical of the modern industrial city. Each one, however, is an administrative entity and will be treated as such in the guide units which follow.

## EARLY CARTOGRAPHY

Maps of the last half of the sixteenth century, though inaccurate, provide bases for the assumption that there was penetration along the St. Lawrence toward the Great Lakes in that period.

Gastaldi's map of LaNuova Francia, contained in Ramusio's *Voyages III,* gave the first crude delineation of the Great Lakes. In 1569, Gerardus Mercator used Cartier's narrative to draw the Great Lakes on his marine chart.

On Champlain's map of 1632, all of the Great Lakes, with the exception of Lake Michigan, are indicated. Champlain represents the Potawatomi Indians as "Les gens de feu" and "Assistagueronons." Several rivers bounding the region of Lake Michigan are delineated but not named. The first use by a cartographer of the word Potawatomi is found in this map of Champlain's. The word appears on the map at approximately the present location of Lake Michigan. Louise Phelps Kellogg, in *The French Regime in Wisconsin and the Northwest,* says that "Sanson's map of North America in 1650 has the first outline of the Great Lakes, showing their true relation to one another." (Crexius' map of 1660 gives the same lake outlines as that of Sanson.) Miss Kellogg's reference is to the *Amerique Septentrionale* (1650) of Nicolas Sanson d'Abbeville, on whose map the region at the foot of what is now known as Lake Michigan is designated as inhabited by the "N. du Feu," or "Nation of the fire."

There is no indication on Sanson's map of the two streams now known as the Grand and Little Calumet. These two watercourses appear to have been first indicated in the tracings of Jean Baptiste Franquelin, hydrographer to the French king. This map shows the region around the southern end of Lake Michigan (depicted on it as the Lake of the Illinois), as inhabited by the "Nation du Feu," and there is indicated a small stream rising apparently in what is now known as Porter County, Indiana, and flowing westward and northward into Lake Michigan. There is no reason to doubt that this was intended to show the course of the river later known as the Calumet. In that time, the division that was indicated by the names Grand and Little Calumet was not recognized, the two streams being considered as one.

Hennepin's map, drawn at Amsterdam in 1698, embodied the Lake of the Illinois (Lac des Illinois). Hennepin indicated the presence of Potawatomi at the extreme northwest shore of the lake.

"Lac des Poutouatomi" (Lake of the Potawatomi) was delineated by Delisle in his map drawn in 1703. Delisle also designated Lake Michigan as "Lac de Illinois." Several rivers emptying into Lake Michigan along its eastern shore line were named, LeGrande Riviere, R. Marquet, R. Marameg, R. Noire. The Chicago River appears on this map as the "Checagu."

The Calumet River also appears on a map drawn by Coronelli at Venice in 1695. It is not named. Coronelli's map shows Lake Michigan as "L. Degli Illinois o' Michigan." Coronelli has drawn Fort Miami, and Fort and River Chicago (Chekagou). The boundary line of Lake County, the Kankakee River, is shown and named as R. Keatiki.

In a letter of Father Marest in the *Jesuit Relations,* dated Nov. 9, 1712, Michigan is spelled as it is today. Previously it had been spelled Match-i-h-gan-ing and Misch-i-gon-ong.

In the Charlevoix-Bellin map, drawn in Paris in 1744, the word, Illinois, is dropped and the present, Lake Michigan, is employed. Bellin gave to the lake a "pronounced southeastwardly slope which was adopted by many later cartographers." This map is interesting to historians of "The Calumet" in that it shows that position at the foot of Lake Michigan near the Calumet River of a village of the Potawatomi. It also designates the Kankakee and Wabash Rivers and their sources. The Kankakee River is called "R. dec Teakiki," Potawatomi is spelled, Patwautaimis. Fourteen rivers emptying into eastern Lake Michigan, including the St. Joseph, are named.

Lake Michigan is shown with a westwardly slope in Jeffery's map, London, 1761. The Calumet Region is designated as the home of the Potawatomi (spelled, Pouteouatamis). Teakiki (the present Kankakee) is drawn and named Huakiki. Fort Joseph is located.

That the Calumet region was once called by cartographers "Quadoche" is revealed by the early maps of John Mitchell, 1755, and the Jeffery's map, 1761. The Huron Indians were called "Quadoche" by the Iroquois. Since there was a tribe of Potawatomi called the Huron Potawatomi, it is possible that this region was at one time the home of this tribe.

The Hohman Danville map, Nuremberg, 1756, also calls the region south and east of Lake Michigan, Quadoghe. The "Pouteoutamis" are placed on the southeastern shore of "Mishigan Lake." On this map the river Galien appears as R. Galline.

Hutchin's 1778 map indicates a portage between the Little Calumet and the Grand Calumet, near the mouth of Lake Calumet. Andrew's map of 1782 also shows this portage.

In 1793, Amos Doolittle, of Boston, drew a map of the Great Lakes region in which appeared for the first time a name for the Calumet River. It was designated, Gr. Kannomic R. The Kankakee had become Theakiki.

With the conclusion of the first of the Indian treaties to which the Potawatomi were a party, various government maps of the Lake Michigan region were drawn. There is extant in the Indiana State Library at Indianapolis "A map of the N. W. Territory of the United States compiled from actual surveys and the best information by Samuel Lewis, 1796." Upon this map there is designated the "Gr. Kenomic," ("Grand Kenomic"). General Hull's map, drawn prior to 1802, indicates the present Calumet River as Killimick. On this map Hull designated Petit Fort (now a part of Indiana Dunes State Park) as "Little Fort," the Grand Killomick R., and a Potawatomi village on the south bank of this river. The distances given on Hull's map are interesting:

> "From Chicago to Little Killomick, 15 m.
> Little to Big Kellimock, 21 m.
> From mouth of Big Kellimock to Little Fort, 12 m.
> From Fort to Riviere Du Chemin (Michigan City), 14 m."

In Mitchell's map, 1817, the Calumet River is called *Kinnamick;* Hulshuon's map, 1778, gives the spelling *Kennomick.* Indeed, in all the early maps the word is spelled to suit the whims of the cartographers, other terminologies including *Ko-ko-mik, Ken-no-mic, Kan-no-mo-konk, Kennomikau, Callanic, Calamenk, Calmic,* and *Calliminh.* Little has been told of the origin of the word, "Calumet," which was French. The name was probably given to the sluggish stream in the latter part of the eighteenth century by a French priest or trader. Three assumptions as to the choice by the French of this word for the river have been made. The first is based on the Indian word for the river, Kannomick, as used on maps as early as 1793. It is maintained that this was an Indian variant of the word Kinnikinick (Chippeqa-Kinikinigon), which meant an Indian preparation of tobacco. It is explained that the French, observing the Indian custom at ceremonial gatherings of passing a tobacco pipe from one to another as a token of amity, and noting also that the stem of this pipe (invariably decorated with brightly colored pendants, its most striking feature) was made of a reed from which the pith had been removed, leaving a hollow cylinder through which the tobacco smoke was drawn, dubbed the insignia with their word for reed, *calumet,* a new designation for a device that was "ever reappearing in the relations of the whites with the savages."

The second assumption is that the various Indian words used to designate the river meant "long deep still water" and that the word "Calumet" was an effort on the part of the French to convey in French the gutturals of a true Indian appellation, Kenomic. It is possible also that the Indian variants, Kanomic, Killimick, were corruptions of Calumet. The employment of the qualifying word, Grande, lends color to this assumption, since it at least is genuinely French.

The third supposition is that the river was called Wimbosh-mash-kig, meaning Hollow Reed River, because of the heavy growth of reeds which fringed the stream. The French simply translated the word into the French, Chalumeau, of which "Calumet" is a dialectical form used in Canadian French and then introduced into English and literary French. Why cartographers did not employ the designation, Wimbosh-mosh-kig on early maps is not explained.

Early historians of this region have accepted the name Calumet as being in use in their time, without attempting to explain it, and a reference to earlier written records is little more enlightening. Solon Robinson, probably the first literate American to settle in the region, says that, of his own knowledge, the Bennett tavern was opened in 1834 "near the mouth of the old Calumic," a locality which is identified as being on the Lake Michigan shore near the eastern boundary of the present city of Gary. And James H. Luther, who did some freighting through the region, speaks of the hardships of traversing the dunes and marshes of the "Calumet area" as he experienced them in 1834. But this was written in 1884 and it is not clear that Luther, in using the term Calumet, was employing one which was in vogue in 1834, or whether he adopted a term which was used by the generation for which he was writing.

In 1817 the demarcation of the line determining the northern border of the adjoining State of Ohio was undertaken, the surveyors having been instructed to take as their starting point the extreme southern point of Lake Michigan and to run their line due east to the shore of Lake Erie. The surveyors, in delineating the western extension of the Michigan-Ohio Boundary, mapped with some attention to detail part of the region now known as the Calumet. In particular, they indicated the course of what we call the Little Calumet, but they called it the "Calumet."

The next map available is Tanner's *New American Atlas,* dated "1819-1823" to be found in the Indiana State Library. This shows the "Gr. Calumet" and the "Lit. Calumet" (though the drawing is faulty). The spelling, and evidently the pronunciation, were still subject to wide variations, for in the map of the survey of the Chicago-Detroit road, dated 1825, the orthography "Calamick" is used.

Later government survey maps became more accurate both as to terminology and locations. In 1827 E. P. Kendricks, surveyor for the government, drew a map of the region. Thomas Brown and Thomas Henderson, Deputy U. S. Surveyors, submitted maps of the "ten-mile strip" in 1829.

In a "Map of the States of Ohio, Indiana, and Illinois, and part of Michigan Territory," engraved for Flint's *Geography & History of the Western States,* probably in 1829, the name "Kennomekon" is used where one would expect to find Calumet.

In 1838, J. H. Young published at Philadelphia a *Tourists' Pocket Map of the State of Indiana,* and this reverts to the usage, Calumet, designating the two rivers as the Grand and the Little, respectively.

Finally, in 1834, the Federal Government ordered a survey of this portion of what had been the Northwest Territory, and men were assigned to run the township lines in what is now the Calumet Region. They adopted the nomenclature they found in use in the region, fixing the names and the spelling thereof of the two water courses that drain the terrain. They labeled them the Grand Calumet and the Little Calumet respectively.

The name Calumet was accepted by the American cartographers in its Anglicized form and eventually was used to designate public and private institutions, highways, parks, cities within the region, and finally the entire region contiguous to the Calumet River, a usage that in the twentieth century began to have national and international significance.

## RED MAN OF THE CALUMET

Like the other Indian tribes encountered in the State by the missionaries, fur traders, and early settlers, the Potawatomi, living and hunting throughout the Calumet and northern Indiana, belonged to the Algonquian family. The Potawatomi (from Potawatamink, meaning "people of the place of the fire") along with the Chippewa and Ottawa—originally one people—probably reached the region around the upper end of Lake Huron together. They then separated, but the three tribes occasionally banded together to form a loose confederacy.

The earliest record of the Potawatomi is in the *Jesuit Relations* for 1640; they were then living near the Winnebago. The next year they were at Sault St. Marie, fleeing before the Sioux. Father Allouez tells of meeting in 1667 a band of their warriors at Chequamagon Bay. Some were living on the islands in the mouth of Green Bay around the Jesuit Mission of St. Francois Xavier in 1670. By the end of the seventeenth century, they were moving southward; Potawatomi bands were living at Chicago and along the St. Joseph River. In 1795, when the Treaty of Greenville was signed, they announced their intention of occupying Indiana as far south as the Wabash. A few years later there were about 50 Potawatomi villages in an area around the head of Lake Michigan, a large part of northern Illinois, and Indiana north of the Wabash River.

Early descriptions of this tribe vary. French accounts are favorable, describing the Potawatomi as docile and affectionate toward the missionaries and fur traders. A lasting friendship developed between the two peoples. The Potawatomi were said to be more humane and civilized than other tribes, with a natural politeness and friendliness even for strangers—a rare trait among the Indians. The women of the tribe were reserved and showed some refinement in manners. The Potawatomi as a rule did not drink to excess but were confirmed and enthusiastic gamblers. Although they were tolerant of the teachings of the Jesuits, polygamy was a common practice.

An English account describes them as "a very wild, savage people, who have an aversion to Englishmen and generally give them as much trouble as possible." They were accused of robbery and murder, acts of violence incited by the French fur traders against the British. It is probable that the Potawatomi were good friends and bitter enemies, and were able to maintain their morale and pride at a time when white settlers, civilization, and the struggle of nations for an empire in America were pushing the red man from his home in the Old Northwest.

Their relationship with the French, always close, led them to take an active part in the French and Indian War against the British. After the signing of the Treaty of Paris in 1763, they were prominent in Pontiac's Conspiracy, also directed against the English. They next took up arms, this time in behalf of the British, at the outbreak of the American Revolution. They fought with the Miamis and other tribes in the border wars against the American troops until Anthony Wayne decisively defeated the Indians at the Battle of Fallen Timbers. The signing of the Treaty of Greenville brought peace to the northwestern frontier until the Battle of Tippecanoe, when the Potawatomi fought under the Prophet. Many of this tribe fought through the War of 1812, serving under Tecumseh until his defeat at the Battle of the Thames. With the end of the war, a western movement of vast proportions began; settlers poured into Indiana in search of cheap land, and with the settlers came stronger Government military forces. The days of the Indian in the Old Northwest were almost ended.

The Indians, contrary to general belief, depended primarily upon agriculture for a livelihood. The Potawatomi women cultivated maize, beans, squash, melons, and tobacco. Wild rice, nuts, berries, and roots were part of their diet. The men occupied themselves with hunting, fishing, and trapping. Hunting parties searched for black bear sleeping in caves in the winter; and fish were speared through holes in the ice. Waterfowl were plentiful throughout the marshes and streams of the Calumet; ducks and geese were killed in the spring and preserved in brine. Muskrat and mink were trapped and their fur provided the Indians with a valuable commodity for trading.

The Potawatomi village usually consisted of a number of lodges constructed of birch or skins covering a framework of sapling poles. Mats of bark or rushes served as a floor, and the fire was built in the center. In the Calumet the Indians had both winter and summer homes and, during the hunting season, it was not unusual to find a village completely deserted.

Ordinarily the Potawatomi dressed simply. The men wore calico shirts, leggins, moccasins, and a blanket; the women a broadcloth skirt and a blanket. However, the ceremonial dance, taking place at night, was an occasion for dress and decoration. The old men, dressed to resemble demons, danced the medicine dance. The younger men of the tribe, all highly ornamented, danced in a circle, told of their achievements, and at intervals assumed postures symbolic of war or hunting. The women and girls adorned themselves with paint, wampum, and white chemises and took part in their own dance.

The religious beliefs of the Potawatomi were only vaguely conceptualized by the Indians themselves. Their pantheon included the Great Spirit, which originally may have been the sun, and the gods of fire, sea, and the four cardinal points of the compass. The manito, a power believed to reside in plants and animals, was important in their religious life. Later on they believed in a good and evil spirit, a reflection of Christian doctrine. Dogs, especially raised for the occasion, were eaten at religious ceremonials; and, like many northwest tribes they held the "feast of dreams," when their special or individual manito was chosen. Burial was usually by inhumation, although scaffold exposure, placing the body upon the boughs of trees, was sometimes practiced as the Potawatomi had some belief in the resurrection of the body. The tribe was divided into 15 gentes, and their totems were the golden carp, tortoise, crab, frog, and crane.

The most important Indian trail running through the Calumet was the Old Sauk Trail, the principal east and west Indian route across America. Today, the old Lincoln Highway or State 330 follows, for the most part, this old Indian trail through Lake County. The Potawatomi Trail, coming into the county from the northeast, reached an important terminal at Lake Station (East Gary) where the Potawatomi had workshops, dancing floors, and burial grounds. Here the trail branched, one branch running between the south shore of the Lake and the Grand Calumet River to Fort Dearborn (Chicago), the other running south to Liverpool and then through Schererville and Dyer to Patterson, Illinois.

Indian villages in Lake County were numerous. More or less temporary, they were inconspicuously located, always away from the main trails. Their summer homes were on Cedar Lake, Fancher Lake (Crown Point); Wood's Mill, near Hobart, and in the high groves along Eagle, Cedar, and West Creeks. Favorite sites for winter homes were the islands in the Kankakee and on the ridges along the Calumet.

The gradual drift of settlers into northern Indiana eventually made occupancy of the same region by red and white men incompatible with the happiness and safety of both, and the Government's policy of buying all the Indian lands in the State was begun in Lake County October 16, 1826, when by the Treaty of Mississinewa[1], a strip of land ten miles wide lying on the northern border of the county was purchased from the Potawatomi. The remainder of the county, with the exception of about 10,000 acres of land which were reserved for 18 Potawatomi chiefs and sub-chiefs, was acquired October 27, 1832, by the Treaty of Tippecanoe.

The most important of the Potawatomi to receive reservations in Lake County was Leopold Pokagon ("rib"), second chief of the tribe. He married a niece of Topenebee, who was Grand Sachem of the tribe for forty years. His reservation consisted of a section of land where Hobart now stands. Pokagon was baptized and many of his tribe became Christians. A chapel he attended eventually developed into the University of Notre Dame. His son, Simon, who held a reservation on the site of Miller, succeeded him as chief.

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[1] Articles of a treaty made and concluded near the mouth of the Mississinewa, upon the Wabash, in the State of Indiana, this 16th day of Oct., in the year of our Lord, 1826, between Lewis Cass, James B. Ray, and John Tipton, commissioners on the part of the United States and the Chiefs and warriors of the Potawatomi Tribe of Indians.

Article 1 . . .

And the said tribe (Potawatomi) also cede to the United States all their right to land within the following limits; beginning at a point upon Lake Michigan, 10 miles due north of the southern extreme thereof, running thence, due east, to the last ceded by the Indians to the United States by the Treaty of Chicago; thence south, with the boundary thereof, 10 miles; thence, west, to the southern extreme of Lake Michigan; thence, with shore thereof, to the place of beginning.

—Treaty of Mississinewa
Oct. 16, 1826.

Chief Saganaw received 542 acres lying between the Grand Calumet and the Wabash Railroad in Gary. His father was an Irish officer in the British army. Educated in Catholic schools, Saganaw spoke English and French, as well as several Indian dialects. He is said to have been Tecumseh's secretary.

Perhaps the most influential of these Indians was Shabonee (Built-Like-a-Bear), a grand nephew of Pontiac. He married a Potawatomi woman and became peace chief of the tribe. At one time he was second in command of Tecumseh's federation, but later became friendly to the United States.

The most loyal friend of the United States among the Calumet Indians was John Baptiste Chandonnai, a nephew of Topenebee. He was a Government scout; knowing the Indians living between Fort Dearborn and Detroit, he reported any British activity in this region to the Government. While Door Prairie, LaPorte County, was his home, he held 578 acres between Hobart and Gary.

Alexander Robinson, or Chee-chee-bing-way (Blinking Eyes), although not a reservee in Lake County, spent much of his time on the Calumet River. He was a fur trader in the employ of John Jacob Astor. The son of a Scotch trader and an Ottawa squaw, he became a Potawatomi upon his marriage to a daughter of Chief Francois Chevalier, whom he succeeded.

Other Potawatomi of importance to hold land in Lake County were chiefs Weesaw (Sociable), Ben-Ack ("A-Little-One-Sided"), Re-re-mo-saw ("Parish" or "Perresh"), and Ashkum ("More So").

Beginning in 1836 the Calumet Potawatomi were removed to reservations west of the Mississippi River. Most of them were united on a reservation in Kansas in 1846; in 1868 they moved to Oklahoma, where they are now living. A few are living in Michigan. Today a few trail marks, Indian relics, and placenames are all that remain in the Calumet Region of the original "People of the Place of Fire."

## UNDER THREE FLAGS

### *PEOPLE OF THE PLACE OF FIRE*

Three nations have actually ruled over the areas now designated "The Calumet Region," France, England, and the United States. Before their rules, the area was dominated by the Nations du Feu (Nations of the Fire), the designation used for several Indian tribes by a cartographer as early as 1650 and by Franquelin in his map of 1688. While the antecedents of these tribes are lost in legend, one tribe, the Potawatomi, as has been said, wandered back and forth through the region at the southern extreme of Lake Michigan.

Political administration in the region began in 1524, when Giovanni Verrazano, a Florentinian pilot in the employ of the French, made a voyage to the eastern coast of North America and claimed for Francis I, King of France, all the territory that lay north of the Spanish possessions in Florida.

### *UNDER THE FRENCH FLAG*

It was not until 1671 that the French imposed more than nominal authority on the Potawatomi. In a pageant held at Sault Saint Marie Daumond De Saint Lusson, representative of Louis XIV, heralded to the Potawatomi and to the other tribes of the west that they were to be henceforth subjects of France.

Trappers, *voyageurs, coureurs du bois,* advance guards of French rule, had before this period penetrated the wilderness and established relations with the nomads. Black-gowned and brown-robed priests at times preceded, accompanied, or followed them. Jean Nicolet, discoverer of Lake Michigan, penetrated the Lake Michigan region in 1665. Father Menard, the first of the Jesuits, came west in 1660; Allouez, 1665; Marquette, in 1666; and Dablon in 1669. The last three were often in the Calumet Region. In 1673 Marquette again visited the Dune Country. Some historians say that, on his homeward trips, Marquette used the Calumet Portage between the Little Calumet and the Grand Calumet at Hegewisch. It is believed that Marquette camped at the eastern mouth of the Grand Calumet River (now in Marquette Park, Gary) and at Fort Creek (Indiana Dunes State Park). Blanchard in his *Northwest Indiana* states that a mission was established on the Calumet in 1696.

The trappers established fur-trading posts; inevitably their settlements and activities furthered the interests of France. It is assumed by historians that accounts of the tribe that dwelt around the southern shore of what was then known as "Lac des Illinois," now Lake Michigan, were carried back to Quebec, but the French were established in the eastern part of Canada for more than a hundred years before the flag of France was flown over the Great Lakes region.

Quebec was the foundation of all authority in New France, whether political or ecclesiastical. The government carried its jurisdiction from the St. Lawrence through the Great Lakes and down the Mississippi to its mouth. But for administrative purposes there was a division of authority in the western country as between what was known as the province of Canada and the province of Louisiana. The whole of the area known as the Calumet Region lay within the province of Canada.

The jurisdiction of the Quebec government was shadowy in territory outside of that contiguous to the St. Lawrence. At some of the stations established by the Jesuits there was no sign of French rule. At other places, the French maintained a show of military authority. There were posts at Detroit, Vincennes, Cahokia, Kaskaskia, and at other points down the Mississippi, as well as at strategic places scattered throughout the western empire of the French King. There were, in addition, many minor outposts where stores of goods were maintained and to which trappers conveyed their bales of furs.

One such post was established on a high bluff near the mouth of the St. Joseph River at Lake Michigan in the present town of St. Joseph. Here, the famous Sieur de La Salle built a fort in 1679. La Salle, if he did not penetrate the Calumet Region, skirted it as he sailed along the southern shore of Lake Michigan and again on the Kankakee River. Brennan thinks it probable that La Salle on his walk from the Illinois country to Montreal followed the old Potawatomi trail through Tolleston and Miller, thence through the dunes to Michigan City. It does not appear that any other trading post was maintained in proximity to the Calumet Region until 1750-1755, when a fort, known as *Petite Fort,* was built by the French in the dunes (now Indiana Dunes State Park). Although small in size and used mainly as a trading post, Petite Fort was strong. Built on the crest of a high dune, the little stockaded stronghold was at times garrisoned by regular military authority. It has been described as a *tassement* or palisaded blockhouse.

## *UNDER THE ENGLISH FLAG*

The period of English domination began with the peace of Paris in 1763, by which Louis XV of France surrendered Canada to George III of England, and ended with the treaty of peace concluding the American

By L. Toriello

The Wild Beauty of the Dunes

The Marriage Tree, Bailly Homestead

Chapel, Bailly Homestead

War of Independence, ratified at Paris on September 3, 1783, by plenipotentiaries of the King of England, George III, of Louis XVI of France, and of Charles III of Spain. England by this pact agreed to withdraw within the borders of Canada, the present boundary lines, but it was not until 1796 that this was done.

After the British had conquered New France, they strengthened Petite Fort and garrisoned it with British troops. In 1780, however, the fort was abandoned. (On August 15, 1813, Lieutenant Swearingen, marching overland to Fort Dearborn, camped at this old fort.)

During the British reign of this territory, several incidents occurred which were indirectly related to the Revolutionary war and to the Calumet area. Fort St. Joseph was attacked twice during this period, and late in the autumn of 1780 a party of French irregulars, in the absence of the fort's Indian defenders, plundered it of goods and furs, carrying the loot off with them in a retreat towards the Mississippi. The British officer at Fort St. Joseph followed as soon as he could gather a force of men, and overtook the plunderers about 12 miles west of what is now Michigan City, or very near Petite Fort, where a battle resulted in defeat of the marauders.

## *UNDER THE AMERICAN FLAG*

By the treaty of peace signed in 1783, the Continental Congress came into possession of all the British possessions lying below the boundary line of Canada. This line ran through the middle of the Great Lakes, not including Lake Michigan, which was agreed upon as wholly within the jurisdiction of the United States.

Long before war had arisen between the colonies and the mother country, nebulous claims to territory lying to the west of the colonies had troubled the political atmosphere. Virginia, New York, Massachusetts, and Connecticut asserted authority over immense domains that had not even been charted, and how to adjust these claims became a problem. It was finally decided to transfer them to the Continental Congress. Led by New York in 1782, the states surrendered all authority beyond a certain defined western boundary. Thus Congress came into control of some 430,000 square miles lying between the Ohio River on the south, the Mississippi River on the west, and the Great Lakes on the north, the vast area afterwards known as the Northwest Territory. In this way the Calumet Region became a part of the national domain.

The statute of July 13, 1787, that made this area a part of the United States, contained a provision that the area embraced was ultimately to be carved into not more than five States and not less than three. Within a generation, the march of population had determined that the figure should be five, the nascent States being Ohio, Indiana, Illinois, Michigan, and Wisconsin.

The ordinance embodied another provision, designed to fix the boundaries of the first unit. It was declared that when such a unit was determined upon, its western boundary should be a line drawn due north from the confluence of the Great Miami with the Ohio River, and if Congress had decided that the Northwest Territory was to be divided into three States, the western boundary of Ohio, as the new territory was to be known, was to run straight to the Canadian border, but if the decision was for five States, then the northern boundary of Ohio was to be a line drawn due eastward from the extreme southern bend of Lake Michigan.

In 1800, the Northwest Territory was divided into five States; the area beyond the western boundary of Ohio, the unorganized portion of the Northwest Territory, was assigned to the new Territory of Indiana, the lines of the other three territories in contemplation (Illinois, Michigan, and Wisconsin) not having been fixed as yet. A territorial government was set up at Vincennes administered by William Henry Harrison.

The enabling act of 1800 had advanced Ohio one step farther toward Statehood, but on April 30, 1802, when she entered the Union as a sovereign State, she discovered, under a strict construction of the act, that the city of Toledo was left outside her northern boundary, in territory that was earmarked for the future State of Michigan.[1]

This episode was observed with great interest by Indianians; it awakened the authorities at Vincennes to the implications of the east-and-west line of the Northwest Ordinance, which constituted not only the boundary line between Ohio and Michigan but also the line between Indiana and Michigan. Acceptance of this boundary would mean restriction of shore rights for Indiana to the small strip at the southernmost point of the lake west to the future Indiana-Illinois line. Indeed, in 1805, the northeastern part of the area today within Indiana State boundaries, including the eastern half of the Calumet Region, was set up as Michigan Territory. Such influence was exerted on Congress that in 1816, when the act was passed which set up the State of Indiana, the northern boundary of the new State was fixed at a point ten miles north of the southern extremity of Lake Michigan. It is to this foresight that Indiana owes the fact that much of the development which has taken place in the Calumet Region (South Chicago industrial areas are also referred to as a part of the Calumet Region) lies within its State lines.

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[1] Ohio did not refuse to accept the terms of the enabling act; she determined to evade them. The State constitution provided in the event a final survey showed the city of Toledo lying outside her northern boundary, that the boundary was to be shifted some miles northward. Some thirty years later the problem developed into a serious dispute with Michigan, which was finally settled when Congress passed a compromise bill giving Ohio the disputed territory and offering Michigan the Northern Peninsula. The dispute is known in history as the "Toledo War."

Although numerous counties were formed soon after Indiana became a State, and although colonization within these counties warranted local government, Lake County long remained "the last frontier." (As late as 1834 this county was largely in the possession of the Potawatomi Indians; until 1840 the region was spoken of as "the Indian country.")

The continued presence of Indians and the singular geographic features of the northern part of Lake County served as barriers to colonization in the Calumet Region. During part of the year the immense swamps between Lake Michigan and the Grand Calumet River and between the latter and the Little Calumet became seas, dammed by fallen timber and matted leaves. On the shore of Lake Michigan, sand hills some 200 feet high, with bases of 300 to 400 feet, offered no attraction to the pioneer home-seeker. Quaking bogs and tamarack swamps, around which the Indian routed his path, made other areas impenetrable to the inexperienced settlers. The only inland approach to the whole region was the circuitous Indian trail.

A few intrepid fur traders, Alexander Robinson, Bertrand, Burnett, and Coquillard, whose posts were at Chicago, Illinois; Bertrand, Michigan; St. Joseph, Michigan; and South Bend, Indiana, had ridden Indian ponies or trudged along the wet sands at the lake's edge, or paddled in canoes, between Fort Dearborn and their respective posts.

As before noted, the first parcel of land in the Calumet Region was purchased in 1826 from the Indians by the United States in the Treaty of Mississinewa. This was a part of the purchase along the northern width of Indiana known as "the ten mile line," but the wild and inhospitable terrain within and bordering this area tempted few squatters or traders.

Four years earlier Joseph Bailly, the first permanent settler in the northwest corner of the state, had established a trading post at Baillytown, 12 miles east of Gary. A few stragglers from Detroit and the east had begun to cross the region enroute to Fort Dearborn or to the far West.

In 1823 the Maj. S. H. Long expedition, authorized by the United States War Department, had followed the shore line from the Carey Mission at Niles, Michigan, to encamp the night at the mouth of the Grand Calumet River. William Keating, geologist of the expedition, gives an excellent picture of the Lake Michigan shore line between Michigan City and Gary in that year:

> The view towards the north was boundless; the eye meeting nothing but the vast expanse of water, which spread like a sea, its surface at that time as calm and unruffled as though it were a sheet of ice. Towards the south the prospect was limited to a few hundred yards, being suddenly cut off by a range of low sand hills, which arose to heights varying from 20 to 40 feet, in some instances rising perhaps to upwards of 100 feet. When we first approached the lake, it was covered with a mist, which soon vanished, and the bright sun, reflected upon the sand and water, produced a glare quite fatiguing to the eye. Our progress was in a southeasterly direction along the beach which reminded us of the Atlantic along the coast of New Jersey. The sand hills are undulating and crowned at their summits with a scrubby growth of white pine and furze, while the brow, which faces the lake is quite bare. In the rear of the hills, but invisible from the beach, spreads a level country supporting a scattering growth of white pine, oak, beech, hop hornbeam (Ostrya virginiana[1]). East and West of us a continuous narrow beach curved gradually toward the north. . . . At our evening encampment of the 4th of June, we were at the southernmost extremity of the lake (directly north of the Union Drawn Steel Company in Gary) and could directly observe that its southeastern corner is the arc of a greater circle than the southwestern. The streams passed this day, during our ride along the beach were inconsiderable: the first, (Fort Creek in Indiana Dunes State Park) is termed Riviere des Bois probably from the quantity of driftwood near it. The English appellation for it is Stick River. The second which we met was the Big Calamick (Kenomokonk) of the Indians.

With Major Long, in addition to Keating, were Thomas Say, naturalist, Samuel Seymour, artist, James E. Calhoun, astronomer, Private Bemis, guide, David McKee, U. S. Government blacksmith, and Andrew Allison, Negro manservant.

In 1827, the first U. S. mail was carried from Fort Wayne to Fort Dearborn through this region by David McKee. E. P. Kendricks made a survey of the area in the "ten mile strip" for the State of Indiana. Kendrick wrote of the Calumet Region:

> The Lake coast so far as I traversed it is a continued chain of hills formed of beautiful white sand, in most places very high and little or no vegetation. Back of these sand hills it is generally swamp or marsh; therefore there are few places that the lake can be approached without difficulty. No harbors or islands are to be seen.

U. S. Government Deputy Surveyors Thomas Brown and Thomas Henderson surveyed "to locate boundaries of Congressional townships in the 'new purchase of ten-mile' strip" in the region in 1829.

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[1] A member of a small genus of trees, also known as ironwood from its very hard, tight, close-grained wood.

At the Treaty of Tippecanoe in 1832, the Indian title to the remainder of Lake County was extinguished, with the exception of Indian reservations of approximately ten thousand acres held by 18 Potawatomi chiefs.

In 1833 two events occurred which set the stage for the entrance of the pioneers into the southern part of the county. The first was the completion through the region of the Fort Dearborn-Detroit Trail, the second, the opening of a government land office at LaPorte in an adjoining county.

In 1832 the State legislature had set up the county of LaPorte with jurisdiction to the Illinois boundary on the west and to Lake Michigan on the north and, therefore, over the Calumet Region. In 1836 Porter County was carved out of LaPorte, with a provision that after February 15, 1837, the part of Porter lying west of certain lines was to be considered a self-governing unit under the title of Lake County.

Despite the fact that the Fort Dearborn-Detroit Trail traversed the Calumet Region, few colonists stopped long north of the Little Calumet. There were several taverns along the route to welcome the few travelers—the Bennett Tavern, opened in 1832 at the mouth of the Grand Calumet, the Berry Tavern, opened by Hannah Berry on the lake shore in 1834, and the Gibson Inn, erected on the site of today's Bailly Branch Library, Gary. The natural barriers, however, of this northern area of the county remained; the country on either side of the trail continued inaccessible and uninhabitable.

South of the Little Calumet marshes, small villages soon sprang up. Solon Robinson, a Connecticut Yankee, and a few other first settlers, avoiding the swamps and marshes in the northern part of the county, entered the southern part from the southeast over the Sauk Trail, settling at what was to be known as Lake Courthouse (Crown Point). By 1837 more than 200 pioneers were to have settled in that part of the county south of the Calumet Region, sharing the stream, soil, and game with the Potawatomi. A squatter's union was organized by Robinson to protect the settlers and their pre-empted lands against speculators.

Many efforts were made to colonize the Calumet area. The crowning achievement of each was to be the building of a *large industrial city,* peculiar forecast of the destiny of the region. Each time, however, lack of money and engineering ingenuity resulted in failure, and the sand and swamps remained as they were.

One of the ghost industrial cities, known as Indiana City, was located at the former mouth of the Grand Calumet at a point now in Marquette Park, Gary. The plat showed 78 lots, and streets which were to be 66 feet wide. "Norcott's addition" of 41 blocks was platted at the same time.

First street was to begin at the lake. A number of buildings were commenced, but the "city" came and went without settlers.

Liverpool was the ambitious name for another "metropolis." In 1836 John C. Davis, Henry Frederickson, a "western" man from Elkhart County, and John Chapman, laid out a town a few miles east of what is now Gary, at the confluence of Deep River and the Calumet River. The Liverpool plot was filed May 17, 1836. Within the space of three days, $16,000 of lots were sold. A ferryboat was placed on Deep River. For a period of time the stage line between Fort Dearborn and Detroit passed through Liverpool, as did the stage line from Michigan City to Joliet. The plat of the town reveals the hope for a municipality. The center block of lots was marked "Public Square," a second group, "Market Square," and a third group, "Church Square." George Earle, of Falmouth, England, came to Liverpool to become owner of a large tract of the town and surrounding territory. It was through Earle's influence that the first county seat was located in Liverpool in 1839. For a time it appeared that Liverpool would live up to the dream of its founder, but it, too, soon became a deserted city.

That same year another industrial city was planned on the lake front a few miles east of the future city of Gary at the mouth of Fort Creek. This city, called City West, was to have a fine harbor; surveys of the lake shore, which had been made, indicated that the natural advantages for a harbor at this site were excellent. The city was laid out in lots, buildings were erected, commodious and costly houses were built, and large hotels were constructed. A few colonists arrived, but the financial crash of 1837 put an end to hopes for City West. It, too, became a ghost city. (During the short life time of City West, it was visited by Daniel Webster.)

On March 28, 1837, the first election of county officials was held. Solon Robinson was chosen first clerk of the Circuit Court of Lake County. Samuel G. Sample was elected riding judge of the Circuit Court and William B. Crooks and William Clark, associate judges. On October 30, 1837, the first term of the Lake Circuit Court was held in the Solon Robinson log building at Lake Courthouse. Thus, political administration of Lake County and of the Calumet Region had its inception. In 1840 Lake Courthouse, through efforts of Solon Robinson, succeeded Liverpool as county seat.

The coming of the first permanent settlers in the Calumet district followed the entrance of railroads. Usually these settlers grouped themselves along the railroads to form scattered hamlets.

The most romantic figure in this phase of the history of the Calumet was George W. Clark, engineer and author. Of Clark, who has been called the "father of the Calumet Region," a local historian said:

> George W. Clark was an adventurous young civil engineer when he first came to Chicago in 1833. He was 23 years of age, but was old in engineering experience, having participated in some of the famous enterprises of his time, helping in the first location of the Baltimore and Ohio Railroad, the oldest railroad in the United States. The Illinois and Michigan canal and the Illinois Central railway were projected in the thirties, and young Clark was employed on them both. Clark's reflective mind told him that the wonderful agricultural wealth of the Middle West would surely result in a "great metropolis at the foot of Lake Michigan, where travel and transportation must surely converge." He did not embark at once in the land project. The gold fever of 1849 took him away from Chicago and we find him embarking from New York to California with a large consignment of portable houses for the miners and settlers. A terrific storm swept the cargo piled upon the decks and Clark returned to New York for the second attempt. This time he sailed on the *Tennessee,* the first steam passenger vessel that ever sailed from New York to the Pacific Coast. . . . Clark still retained his conviction regarding the future of the Calumet district and he resolved to carry into execution the project to which he devoted the remainder of his life.

In 1853, twenty years after his first appearance in Chicago, Clark began buying land in Lake County. He continued during the next few years until his lands extended from the Indiana State line to Gary, the middle of Broadway being the eastern boundary of the tract. Indiana Harbor, East Chicago, Gary, Whiting, and Hammond are built entirely or in part upon this tract. The settlements of Pine, Clark, Buffington, Roby, and Calumet also occupy portions of the Clark holdings.

It was from Clark that George T. Cline and Allen Dorsey purchased 4,000 acres of what is now Indiana Harbor, for $20,000. A number of years later this land was divided, Dorsey taking the east half of the tract, Cline the west half. The United States Steel Corporation is now the owner of both the Cline and Dorsey tracts, including Buffington and Clark Station.

With the establishment in 1851 of a terminal at Lake Station, now East Gary, this village attracted a few hundred settlers, the majority of whom had some connection with the railroads. In 1858 several German families settled on the lake shore (now northwest Gary) and called their community Clark, for George W. Clark.

In 1857, after the building of the Michigan Central and Pittsburgh, Fort Wayne and Chicago railroads, a group of railroad men formed a little settlement, known as Tolleston, in what is now the west central part of Gary. Another group settled nearer the lake along the Lake Shore and Michigan Southern (now the New York Central) and selected the name Whiting's Crossing for their hamlet.

In the early 1880's, the Aetna Powder Company, considered a nuisance industry, selected the region for the site of its plant because it was a "favorite spot in this desert region" and the most desolate available in the United States. Another "nuisance industry," the G. H. Hammond Packing Company, selected the region in 1868 because "it was not wanted elsewhere."

During the period between 1860 and 1880, several other hamlets were established in the region, but inducements for establishing permanent homes were few. Also, the Calumet wilderness had gained some notoriety as a hideout for criminals.

In the 1870's plans were made once again for a center of trade on the lake's edge. In 1872 a syndicate purchased 8,000 acres of the Clark land from the latter's brother-in-law, Jacob Forsythe, for $450,000 and one half the profits from the "industrial city." This city was established on the present site of Roby (now in the north of Hammond).

Suggestive of the future of the region, the name of a great English steel town, Sheffield, was selected. Improvements evaluated at $80,000 were made; a hotel was actually built on the site; streets and sidewalks were constructed; plats of the town and its various "additions" were filed. Again a severe panic put an end to building, and there remains today no remnant of this enterprise. The hotel was destroyed by fire in 1910. Sheffield Avenue in Hammond is the only reminder of the venture.

Similarly in 1881, the Earl of Leven and Melville, a Scottish peer, member of the London brokerage firms of Melville, Evans, and Company, saw "the coign of vantage" which the region presented. He negotiated a deal for the purchase of 8,000 acres of the George W. Clark land for one million dollars (the first million dollar deal of the region), but the plans of this nobleman for a metropolis did not materialize.

The thousands of acres that now comprise Gary, Whiting, and East Chicago were in 1888 almost as much of a wilderness as they were in the early days of the century. The only exception were the scattered hamlets, Whiting's Crossing, Millers Station, Clark, Hessville. Thousands of acres were still primeval. The swamps, marshes, quaking bogs, and sand hills had remained invincible.[1] Although Chicago had become a city of more than 1,000,000 and although there were nine trunk line railroads traversing the area, the sixteen miles of lake shore and its hinterland remained almost exclusively the province of hunters.

Exclusive of Hammond, the total population of the region now occupied by Gary, East Chicago, and Whiting was, in 1888, not more than 800. Not until the latter part of that year, when the Standard Oil Company of Indiana bought a large acreage on the present site of Whiting, did the Calumet begin to change its character. Attesting this, Alfred Jones, historian of the Calumet Region says in a copyrighted article[2] of the coming of the Standard Oil Company to Whiting:

> The year, 1888, marked the date when first Mr. Rockefeller's trail crossed these parts. In brief the year, 1888, may be regarded as the time when industrialization really began in this section.

Almost simultaneously, a canal was proposed for the region. A tank works which would supply the oil company with tanks had established itself nearby. By 1898 the American Steel Foundries and the W. B. Conkey Company had built plants in Hammond. The first steel plant, the Inland Steel Company, established itself in Indiana Harbor (East Chicago) in 1901. Industrialization was beginning.

Unlimited funds of huge corporations and the marvels of scientific engineering were now at hand. The region was stirring with life.

## THE FIRST CITIZEN

In 1822 Joseph Bailly became an Indianian without knowing it. John O. Bowers, in *The Old Bailly Homestead,* says:

> So, in 1822, Mr. Bailly, with his family and housegoods, came and located here in the heart of the Pottawatomie country, on the north

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[1] Weston Goodspeed in his *Counties of Porter and Lake* wrote as late as 1882:

"This land, so recently reclaimed from the waters of lake Chicago has not yet that admixture of vegetable mold that is necessary to fix it for agricultural purposes. Most of the enriching growth that has taken place has been confined principally to the low wet portions. However, whatever this region lacks that it should have, or has that it should lack, it has unquestionably advantages of location that in time will produce great results. Its features that have proved most disadvantageous in the past may be the most advantageous in the future. The northern portion is crowned with hills and ridges of pure sand and gravel, surmounted with beautiful clusters of pine, cedar, and other native forestry. Between the northern and central portions are low, flat, swampy tracts of land usually serving as the valley of some sluggish stream. The township of North (in the Calumet Region of today) is *peculiar* in many respects. Lying as it does at the South end of Lake Michigan and indented as it is by the great *saltless* sea, one would naturally suppose that it would have been quickly settled before the central and southern parts of the county were settled. Settlements were always made on the coast before people thought of moving inland. With about 25 miles of coast line and almost 50 miles of navigable streams; with nine railroads and three navigable lakes, why should North township today to a great extent, be an unimproved and sparcely populated region? The answer comes from its numerous marshes, sandhills, and sterile soil."

[2] Gary *Post-Tribune,* May 27, 1937.

> bank of the Little Calumet River, at a point a short distance northwest of what is now the town of Porter, in Porter County. He thought he was locating in Michigan territory, in which he had lived for so many years.

Indeed, Bailly could not have known for several years that his home was in Indiana. There had been no survey to provide a basis for the territorial line by the Ordinance of 1787, and there is record of confusion over the line as late as 1829. This aristocratic French adventurer was the first citizen of the Calumet Region.

He was born at Sainte-Anne de Varennes, Quebec, April 7, 1774. The second son of Michel Bailly de Messein, he was christened Honore-Gatien-Joseph. When he died in December of 1835, he was mourned as Joseph Bailly, although at his burial his name was read as Joseph Aubert de Gaspe Bailly de Messein. (His paternal grandfather was Ignace Aubert de Gaspe).

It is not clear exactly when Bailly entered that section lying directly south and southeast of Lake Michigan. Books of account, however, were opened at Michillimackinac August 17, 1796. Bailly was then 22 years old. His father, a spendthrift, had died without providing for the care of his family, and as Joseph was the oldest living son (the first child died in infancy), it devolved upon him to support his mother. The means of doing that, and much more, were found in a stretch of sandy waste and boggy marshes, interspersed with wooded tracts. Not a habitation dotted the landscape, and Indian trails provided the only indication of human existence in the area. But there were beavers, silver and red foxes, black bears, wolverines, otters, mink, and lynx in abundance. Starting in a small way, he soon became an important figure among fur traders, and in the three summer months of 1803 handled nearly a half million dollars worth of pelts. He established trading posts on the Grand, St. Joseph, Kalamazoo, Wabash and Iroquois rivers, and was known from Canada to New Orleans.

According to Bowers, Bailly, soon after arriving in Michigan, married, in an Indian ceremony, the daughter of an Indian chief. Frances Howe, a granddaughter of Bailly, says in her *Story of a French Homestead in the Northwest* that this girl was of Indian and Eurasian blood. (Distinguished historians and anthropologists, say, however, there is no evidence of "Eurasian" influence among the Indian tribes of Michigan and Indiana. The consensus is that certain mystic rites, in which Miss Howe found support for her "Eurasian" theory, originated with the Ojibwas and were taken over, in part at least, by the Ottawas). To Bailly's first wife were born five sons, Alexis, Joseph, Mitchell, Philip, and Francis, and a daughter, Sophie. The fur trader separated from his first wife, probably some time in 1810.

Soon after the "divorce," Bailly, then living at Mackinac, met a friend who told him the tragic story of a young woman arriving on the L'Arbre Croche boat. She was Marie Le Fevre, whose father had died when she was a child, leaving his half-breed wife and two daughters destitute. Reared by the Indians, the girl was forced, after a brief Catholic education, into an unhappy marriage with a Frenchman whom she left as soon as she was able to repay her "dowery," a traditional Indian privilege. She was, at the time Bailly met her, supporting her two daughters by her handicraft. Bailly went to meet the boat, proposed to Marie, and was accepted. Bowers says:

> He (Bailly) promised to be a father to her two children and she promised to be a mother to the children of Mr. Bailly. They agreed to live together as husband and wife, and he thereupon introduced her to his clerks and servants as Madame Bailly. . . . It is stated that this marriage was duly solemnized some later year.

In 1811, to Bailly and his second wife was born a daughter, christened Esther.

The War of 1812 brought a trying period. Fur trading was greatly curtailed, and the uncertainties of pioneer life increased. In 1814, Bailly was arrested on suspicion of being a British spy and was in prison several months.

By the time he built his log cabin on the Little Calumet, his period of great prosperity had passed and his family increased by three, Rose, Ellen or Eleanor, and Robert. Another daughter, Hortense, was born in the first year or two of the family's residence in their new home.

By the standards of the times, Bailly was a man of culture. He had a great enthusiasm for the value of education and was greatly interested in the schooling of all his children. That he was successful in educating them is borne out by the positions they held later in life. Alexis established several trading posts and was a member of the first territorial legislature of Minnesota; Joseph became a printer; Mitchell, a sculptor, and Phillip, an engraver. Sophie was a teacher for several years and Eleanor became Mother Superior at St. Mary's of the Woods, Terre Haute, Indiana. Francis, the youngest child by his first wife, appears to have been the only one who refused Bailly's plans for an education. It is related that when the sons were sent on their way to Montreal to enter school, Francis jumped out of the canoe and swam ashore, saying he didn't want to be educated but wished to become a "medicine man." Francis remained with an Indian tribe until it was removed to a reservation, and then settled in Oceana County, Michigan, and became a farmer.

A listing of books in the Bailly homestead library indicates, from publication dates, that several volumes of the classics were his. The 200 or 300 books of this library include textbooks of his children.

The primitive character of life in the Calumet Region in Bailly's day is well indicated by a collection of letters and diary entries, *A Winter in the West*. Huffman, the author, says under diary entry for January 1, 1834:

> Away then we went, helter skelter, through the woods, scrambled through a brook and galloped over an arm of the prairie, struck again into the forest. A fine stream, called the Calamic (Calumet), made our progress here more gentle for a moment. But immediately on the other side of the river was an Indian trading post, and our little French phaeton, who, to tell the truth, had been repressing his fire for the last half hour, while winding among the decayed trees and broken branches of the forest, could contain no longer. He shook the reins on his wheel-horses and cracked up his leaders. . . . The infuriated car strikes a stump, and the unlucky youth shot off at a tangent as if he were discharged from a mortar. The whole operation was completed with such velocity, that the first intimation I had of what was going forward, was on finding myself two or three yards from the shattered wagon, with a tall Indian in wolf skin cap standing over me. A very respectable looking female, the wife, probably, of the French gentleman who owned the post had civilly furnished us with basins and towels to clean our hands and faces; while the gray old Indian assisted in collecting our scattered baggage.
>
> The spot where our disaster occurred was a sequestered, wild-looking place. The trading establishment consisted of six or eight log cabins of a most primitive construction, all of them gray with age, so grouped on the bank of the river as to present an appearance quite picturesque.

The log cabin Bailly had built on the bank of the river was soon found to be in the high water area and was removed to a high knoll. It was inadequate, however, and a larger house was built. By 1833, there were eight cabins on the establishment. The home became a refuge of priests on their journeys, the parlor, being used as a Sacristy and the dining room for Mass. For a time, this was the only Catholic mission between Detroit and Chicago.

Frances Howe described the cultural and religious influences in this home of the only white family in the area:

> In the homestead the evenings were devoted to some form of instruction. The family spent their evening hours as well-bred families of that period did. The ladies were employed in needle-work, while grandfather read aloud or taught the children. The servants, French

> and Indian, gathered round the huge fireplace in their own quarters, sang their ditties or told tales. Sometimes they were called into the same sitting room to listen to simple lectures in geography or to receive instruction regarding the approaching fast or feast.

Soon after the death of his son, Robert, in 1827, Bailly entered a period of great emotional stress which affected him all his remaining days. Although he no longer participated in formal church services, he erected a small chapel near his son's grave and undertook the instruction of the Indians in religious subjects.

By the advent of the third decade of the eighteenth century, fur trading held little promise for the future, and Bailly, perennial enthusiast, was carried away with talk of highways, town sites, fabulous prices for lands, and dreams of harbor facilities and a large trade on Lake Michigan. Late in 1833, he platted a "Town of Bailly" and disposed of a few lots. The town was not built, although a settlement near the site bears the name of Baileytown. In his attempt to improve harbor facilities, he cooperated with an eastern syndicate in obtaining concessions.

When death was near, he asked that a neighbor by the name of Beck should read the services at his burial. On a December morning of 1835, Beck fulfilled this bidding. The closing words of the short service were:

> Thus Joseph Aubert De Gaspte Bailly de Messein left the home which he had built to the honor and glory of God, for the welfare of the traveler and for the salvation of souls.

Rose Bailly remodeled the old home, converting the building in which her mother had lived into a chapel to which Bishop Luers contributed an altar and the Sisters of Providence, the bell of old St. Mary's Academy. When Rose died, the home went to Frances Howe, her daughter, who also made alterations and improvements. The Sisters of Notre Dame held the property for a time and it eventually passed into possession of Joseph La Roche, who converted it into a tourist camp. Of the buildings Joseph Bailly erected in the grove overlooking the Little Calumet, there remain the homestead, now weatherboarded as a modern home, the chapel, and a building formed by uniting dairy, tool and storage house.

## 1776——1917

The Calumet Region claims that "her military activities span the history of our nation." Proof of this claim starts with Obadiah Taylor, a soldier of the Revolutionary War, who lies buried on a knoll at the northern end of Cedar Lake.

It was during the Revolutionary War, also, but not directly related to it, that the Battle of the Dunes, an aftermath of a raid on Fort St. Joseph, took place. Prior to this, for several years, Fort St. Joseph had been the scene of several skirmishes between the British, and the French and Indians. Late in the fall of 1780 a party of French irregulars, consisting of sixteen men and led by a half-breed, Capt. Baptiste Hamelin, left Cahokia, on the Mississippi River, bound for Fort St. Joseph, intent on plunder. The official British account[1] states that they came upon the fort in the absence of its defenders, loaded their pack horses with the goods and furs found in the fort, and started on their retreat to the Mississippi. Major De Peyster, in command for the British at Detroit, reported to his superiors that the British officer in charge of Fort St. Joseph took up the pursuit of the plunderers as soon as he could gather a sufficient force, and overtook them near Petite Fort. Here occurred the Battle of the Dunes, in which the raiding party was defeated, only three of them escaping.

Three veterans of the War of 1812, Horace Edgerton, James Palmer, and George Zuvers, are buried in Lake County.

During the Mexican War, Lake County played an active part.

Joseph P. Smith, then clerk of the county and former member of the Monroe Blues of New York, obtained a commission as captain and raised a volunteer company from Lake and Porter counties. He drilled his men so well that when he arrived at Indianapolis, though too late to become a part of the regiments then being formed by the State, his company was incorporated into the regular army and became Company I, of the 16th Regiment of Regulars. Twelve Lake County men in this company died from sickness and injuries suffered during hard service on the plains of Texas and the hills of northern Mexico. Included in Smith's company were: Lieut. Samuel Whitecomb, Sergeant Alfred Fry, and William V. Slade.[1]

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[1] De Peyster to Haldimand

Detroit, January 8th, 1781.

Sir,

I have the honour to acquaint Your Excellency that since the affair at the Miames Town, something similar happened at St. Josephs. A detachment from the Cahokias, consisting of sixteen men only commanded by a half Indian named, John Bablest Hammelaine, timed it so as to arrive at St. Josephs with pack Horses when the Indians were out on their first hunt an Old Chief and his family excepted—They took the Traders Prisoners and carried off all the Good consisting at least fifty Bales and took the route Chicagon—Lieut. Dagneaux Du Quindre who I had stationed near St. Josephs, upon being informed of it immediately assembled some Indians and pursued them as far as the *Petite Fort* a days journey beyond the River Du Chemin where on the 5th Dec. he summoned them to surrender, on their refusing to do it he ordered the Indians to attack them,—Without the loss of a man on his side he killed four wounded two and took seven prisoners, the other three escaped in the thick woods. Three of the Prisoners were brought on here, amongst them is one Brady a Superintendent of Indian Affairs—The rest he suffered the Indians to take the Mechelemakina—I look upon those Gentry as robbers and not Prisoners of War, having no Commission that I can learn other than a verbal order from Monsr. Trottier and Inhavitant of the Cahoes—The Rebles having long since quit all that country—Brady who says he had no longer a desire to remaining in the Rebel Service, therefore did not follow them, informs me that Colonel Clarke was gone down to Williamsburgh to Sollicit a Detachment to joint with a Spanish Colonel in an expedition against this place—When the heavy Cannon and Ammunition arrives, which I have returned wanting—I shall be ready to give them a warm reception, should they be rash enough to attempt it—Our workes are however yet in a shatter'd state—I am just informed that the Rangers are safe arrived at the Meames Town

I have the Honour to be
Sir
Your Excellencys Most Obedient
& Most Humble Servt.
At T: De Peyster

His Excellency Genl. Haldimand

Courteously forwarded to the editors by Mr. James F. Kenney, Dominion Archivist, Ottowa. Canada.

In 1861 Lake County had grown to be a community of 9,140. Its citizens were strong unionists and abolitionists. Within two weeks after the Civil War broke out, enlistments were being taken by Capt. John W. Wheeler, who had been commissioned by Governor Morton to raise a Lake County company. This company became Company B of the 20th Infantry, and represented Lake County in the eastern campaigns, being part of one of the most distinguished regiments in the Union armies. Wheeler rose to the command of this regiment. After he was killed at Gettysburg, July 2, 1863, Lieut. Charles A. Bell commanded the Lake County company until nearly the end of the war, when he too was killed during the final assaults upon Petersburg.

Lake County furnished three other volunteer companies, Company A of the 73rd Infantry, Company A of the 99th Infantry, both raised in the summer of 1862, and Company G of the 12th Cavalry, recruited in the late fall of 1862. Under the registration required at that time, 1,585 Lake County men between the ages of eighteen and forty-five were listed for military service. Of this number 1,449 were actually taken into the service, and 1,314 were volunteers. It is estimated that there were about 200 Lake County men in Illinois regiments who were not included in the above figures.

More than 250 young men gave their lives in this conflict and more than this number returned to the county, honorably discharged, with injuries so severe that they were no longer able to perform active duties. Of the 102 men of Company B, 20th Infantry, who left in 1861 to serve with the Army of the Potomac, only 21 able-bodied soldiers returned.

Lake County again responded to the call for volunteers in the Spanish-American War and sent Company A of the 161st Infantry Volunteers, recruited at Hammond and mustered into service July 15, 1898. The regiment remained at Camp Mount until August 11, 1898. Assigned to Corps

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[1] Among the Mexican War veterans who were still residents of Lake County in 1885 were Joseph Stark of St. John Township, Reuben Tozier and Peleg Swan of Hobart, Peter Root of Schererville, Alvin Green of Merrillville, William Ackerman of Lowell, and Nathan A. Brown of Calumet Township. Brown was a sergeant of Capt. Smith's Company.

VII under General Fitzhugh Lee, this regiment was sent December 13, 1898, to Cuba, where it was stationed at Camp Columbia, Mariana.

Although Capt. John Jordon, 1st Lieut. Frank Parker and 2nd Lieut. Charles O. Hubbell recruited the Lake County company, they themselves were rejected because of physical disabilities, and Capt. Lee Olds, 1st Lieut. George Silverthorn, and 2nd Lieut. August Johnson of East Chicago led the company to Cuba. The Lake County Company served under Col. Winfield T. Durbin, regimental commander, who became Governor of Indiana a few years later. In addition to this strictly Lake County company, numerous other volunteers from Lake County served in the Spanish-American War.

Before the United States entered the World War, the Calumet Region, because of the large proportion of foreign-born residents, had felt directly the effects of the two-year conflict. Many fathers, sons, and brothers were already fighting overseas, both in the armies of the allies and in those of the central powers. The majority were sympathetic to the allies, but some were outspoken partisans of the countries that—after our entrance into the war—were enemies of the United States.

A mysterious fire at the Aetna Explosives plant in Gary, manufacturing gun-cotton, was thought to be of incendiary origin, and enemy groups were blamed. Anti-war teachings, largely centering in Hammond and East Chicago, were manifest for a short time before and after the United States declared war; to counteract this propaganda, a campaign was conducted through the newspapers and by public speakers, and Col. Walter J. Riley, of East Chicago, wrote several effective pamphlets.

Virtually every industrial plant in the Calumet was producing war supplies; whole companies of soldiers were detailed to guard industrial equipment, warehouses, and local railroad bridges. The Carnegie-Illinois Steel Company in Gary and the Standard Steel Car Company of Hammond produced heavy artillery (in April, 1918, the Gary plant made more steel than any other plant in the world); the Edward Valve Company of East Chicago manufactured shells; and Gary Works and Inland Steel Company made toluol, the base of TNT. Castings for ordnance requirements were produced by the American Steel Foundries of Hammond and East Chicago, and the Grasselli Chemical Company, in East Chicago, supplied chemicals for war purposes.

Patriotic demonstrations were held in the Calumet region even before war was declared. East Chicago held a parade on April 4, two days before the declaration of war, in which civic, labor, and fraternal organizations participated, and 15,000 persons marched. Whiting and Hammond held large parades and demonstrations on April 10 and 16, respectively, and what has been termed the greatest patriotic demonstration in Indiana was held in Gary on April 28. More than 30,000 persons, including Roumanians, Greeks, Italians, Spaniards, Poles, Lithuanians, Bulgarians, Hungarians, Serbians, Croatians, and Russians, marched in a "Paul Revere" parade.

On April 30, 1916, 86 Serbians left Gary to enter the army of their native land, two years before a group of 70 Serbs had embarked to fight for their country. They were followed by groups of Italians, Poles, Czechs, Greeks, and Britons—a total of 1,116 men.

Lake County, with a population of about 80,000 in 1917, contributed more than 8,500 men to the service during the war. Enlistments from Hammond and Gary were especially heavy; Hammond, in proportion to population, led in recruiting throughout the nation. Honors were conferred on 65 men for distinguished service; 164 men lost their lives during the war.

The highest ranking officer from Lake County was Maj. Gen. William G. Haan, a division commander and Army Corps commander. Later he became director of the War Plans Commission. Other distinguished officers from the County were Maj. Elmore Salisbury, Crown Point; Maj. Edward Shottler, Hammond; and Maj. J. A. Umpleby, Gary. Umpleby formed Company I and recruited it to full war strength in one day, May 18, 1917. Col. A. P. Melton was the Gary engineer who planned and constructed the American harbor at Brest, France. Col. Thomas G. Hamilton, Gary, supervised the transportation of hundreds of thousands of tons of supplies, valued at more than $180,000,000.

The civilian population of the Calumet was organized for various activities in connection with carrying on the war by the Lake County Council of Defense.

The county fuel administration was one of the most important organizations set up by this council. The Government was confronted with the problem of rationing coal and other fuels, both for domestic and industrial use. The industries of the Calumet made this problem extremely important to this area.

From the beginning of the war the Food Administration Committee was active. Pledge cards were circulated, and thousands of women in the Calumet pledged themselves to carry out the suggestions of the Food Administration. Food clubs were formed to carry out this program, holding meetings, demonstrations, and lectures. The nation-wide campaign to raise gardens and to cultivate farms more intensively was promoted with difficulty, for it required considerable experimentation to determine what foodstuffs could be raised on swamp lands and sand dunes. An experimental garden was established in Gary at Sixth Ave., and Washington St., where the City Church now stands. In Hammond 1,000 families cultivated home gardens.

Other organizations and committees set up by the Council of Defense included Four-Minute Men, a corps of speakers who aroused public sentiment at meetings, the Boys' Working Reserve, who replaced men entering the service, especially in rural areas, Community Labor Boards, whose function was to distribute labor and adjust differences between employer and employees, a legal committee, and a Women's Section of the Council of Defense.

During the war a building was erected in Hammond, under somewhat unusual circumstances, to serve as a meeting place and center of patriotic activities. The site was prepared, and on April 6, 1918, thousands were present to watch the work proceed. At 7:00 a.m., 300 volunteer union workers and helpers began construction. The frame work was up in 15 minutes; at 9:00 a.m. the floor was laid; by noon the sides and roof were nearly completed. As fast as one building craft finished its work, another was ready to start. Painters required just one hour and a half to paint the building; plumbers put up a drinking fountain in 45 minutes. The building seating 5,000 and known as Liberty Temple, was ready for occupancy that evening. A Red Cross home in Indiana Harbor, costing about $8,000, was also erected in one day.

The Calumet responded equally well in helping to finance the war. More than $33,000,000 was raised in the four Liberty Loan campaigns, the Victory Loan, and by War Savings Stamps, each of the four industrial cities and Lake County as a whole greatly oversubscribing their quotas.

## THE RELIGIOUS HISTORY OF THE CALUMET REGION

The religious history of the Calumet follows the same lines as the influx of its nationality groups. Earliest settlers in the area (1834-1840) came principally from New England states; they brought with them Methodist, Baptist, Presbyterian, and Roman Catholic faiths. The settlers of the next three decades were for the most part German immigrants and Lutherans. Later on, with the growth of industry, immigrants were mainly from Central Europe, and the domes, spires, and towers of central European churches began to appear in Calumet cities.

The first religious group to organize in Lake County was the Methodist Episcopal. In 1836, two years after the first white men settled in the county, the Reverend Stephen Jones preached in the cabin belonging to Thomas Boyd, two miles south of Crown Point. The first Methodist Episcopal group was organized six months later at the home of E. W. Bryant in Pleasant Grove, two miles east of Lowell. Deep River Mission, composed of Lake and Porter counties, was created in 1837. The next year the Methodist Episcopal church of Crown Point was organized, services were held in the old log courthouse until 1847, when the first church was erected.

With the growth in population, other Methodist organizations sprang up. By 1884, there were eight churches and seven Sabbath schools with a membership of more than 500 in the county. In 1872, a Methodist class was organized in Hammond in a school house on the corner of Hohman and Wilcox streets. The first Methodist church in Hammond was organized in 1881. After a revival campaign in Hobart, the Trinity Swedish M. E. Church was organized in 1886. Services were conducted in Swedish until 1917; since then the services have been held, for the most part, in English. Methodist church organizations came into existence in East Chicago in 1888, Whiting in 1892, and Indiana Harbor in 1902.

In October, 1906, not long after the first construction crews began work on the Gary Steel Mills, a Methodist Episcopal Church was organized in Gary. The Reverend William Grant Seaman became pastor in 1916. Seaman believed that the traditional church organization and building was insufficient to carry out the comprehensive religious and civic program he visioned for a constantly growing industrial city such as Gary. Ten years later the City Church was a reality, a cathedral-like church near the center of city life, open seven days a week.

More than half the total church membership of Lake County are of the Roman Catholic faith. The first Catholic church, a small chapel, was built by John Hack, German immigrant, in 1834 at St. John's. This was used until 1856, when a brick church was erected. St. Mary's Church of Crown Point today is one of the oldest Catholic churches in the county. St. Joseph's, the first Catholic church in Hammond, was founded in 1877. Around the turn of the century many foreign Catholic parishes were organized throughout the district. In Whiting a Croatian congregation organized in 1890, the Sacred Heart Church, which in 1910, when Whiting's first church building was erected, became the Church of Saints Peter and Paul. A frame church, the oldest Catholic church in East Chicago, was erected in East Chicago in 1896 and is known as St. Stanislaus. A Catholic church for the Slovaks of Hammond and Whiting was built the following year in Robertsdale. There are Hungarian, Rumanian, Slovakian, and Polish Catholic Churches today in Gary and East Chicago.

Early German Lutheran immigrants established St. John's Lutheran Church in Tolleston, which for several years was the center of religious life north of the Calumet River. First services were conducted by preachers who traveled out to the area from Chicago, but in 1868 a church was organized and three years later the Reverend Herman Wunderlich became the permanent minister. During his first year at St. John's, Wunderlich frequently traveled to Hammond to conduct service at the residence of Jacob Rimbach, for three families. Later, when the number of Lutherans increased, bi-weekly meetings were held in the public school and in Miller's Hall. St. Paul's Evangelical Lutheran congregation was organized in 1882, and a church built the following year.

An Evangelical church was established in Center Township in 1883. In 1890 Immanuel Evangelical Church was organized in Hammond by a group of German families, and a small chapel and home for the pastor were erected. In Crown Point, toward the close of the century, Evangelical services were held occasionally, led by the Hammond pastor. Later a regular pastor was appointed, and a church building was acquired in 1903. The Crown Point and the Center Township churches were merged in 1911, both congregations becoming members of the Crown Point church.

The Church of Christ, of Lowell, was the first Christian church in Lake County. Organized in the early forties, meetings were held in private homes until 1869, when a brick church was constructed. The first Christian Church in Hammond had its origin in a revival meeting held in the Hohman Opera House by the Reverend Ellis G. Cross in 1888. The first church building of this congregation, originally the First Christian Church of Chicago, was dismantled and moved from Chicago to Hammond. A new church was completed in 1910. The Hessville Church of Christ and the South Side Christian Church were organized in 1920 and 1921, respectively. In Whiting, the First Church of Christ was organized in 1906, and the Central Christian Church of Gary came into existence two years later. Services in Gary were held in a hall on Broadway and then in a portable building donated by the school trustees. A church was erected in this city in 1911.

Presbyterian services were held in Crown Point by the Reverend I. C. Brown as early as 1844 and a church building was completed three years later. The following year Presbyterian services were held in Eagle Creek

Township at the home of Michael Pearce. A Presbyterian church was organized in Hammond in 1891. In 1907 Presbyterian services were first held in Gary. They were conducted by student missionaries in a hotel dining room and a little later in a nickelodian. In 1908 a church was organized and work was begun on a church building, which was erected piecemeal. Christmas services, 1908, were held in the basement. The church was not completed until 1914. The Assyrian Presbyterian Church was organized in Gary in 1910. The small congregation worshipped in the rear room of the First Presbyterian Church for 16 years, and a church was acquired in 1926.

A Baptist church was organized in Lake County when the State Board of Missions sent a missionary to Hammond in 1887. Services were held in a hotel room. As the congregation grew the Hohman Opera House was used, and in 1888 a church building was erected. A Baptist church was organized in East Chicago in 1902, and another in Gary on June 29, 1907, at a meeting held in the kitchen of the offices of the United States Steel Corporation. This church remained a mission until 1913 when a church was built, which in its turn became soon too small. A larger church, completed in 1925, now has one of the largest Baptist congregations in Northern Indiana. A Polish Baptist Mission was organized in Indiana Harbor in 1922.

There are many Negro Baptist Churches throughout the Calumet Region. The first Negro church in Gary, organized by Samuel J. Duncan and Raymond Rankin, was the First Baptist Church, built in 1908. There are some thirty-five Negro congregations in Gary, represented mostly by Baptists and Methodists, five in East Chicago, and four in Hammond.

Jewish services have been conducted in Hammond since 1884, at which time services were held in private dwellings. The Knesseth Israel congregation was organized in 1899 and a synagogue was acquired the same year. The B'nai Israel congregation at Indiana Harbor was organized in 1910. In Gary, there are Temples Beth-El and Israel.

The first Congregational church in the county was organized in East Chicago in 1889, to be followed by the Plymouth Congregational Church in Whiting in 1890 and the Community Congregational Church in Miller the next year. In Gary, the First Congregational Church was organized in 1907.

Of the Greek Orthodox churches, New St. George, organized by a Roumanian group in Indiana Harbor in 1908 was the first. St. George Orthodox Church was organized in East Chicago in 1911; the Holy

Ghost Russian Orthodox Church came into existence in East Chicago in 1914. There are three Greek Orthodox churches in Gary; Roumanian parish whose church is known as the Descension of the Holy Ghost, being organized in 1908, and Serbian and Greek groups becoming established in 1915 and 1922.

St. Alban's Episcopal Church in East Chicago was organized in 1900. Rev. L. W. Applegate of Valparaiso, organized the first Episcopalian congregation in Gary in 1907, and that year in December the first services were held in the first church in the city, a little frame chapel, which for several years was a center of Gary's social life.

## THE JUDICIARY OF LAKE COUNTY

At the first session of the Circuit Court, October 30, 1837, in a temporary log courthouse in Crown Point, there were present Samuel G. Sample, president, judge of the Ninth Judicial Circuit; William Clark, associate judge; L. A. Fowler, sheriff; Solon Robinson, clerk; and Jonathan A. Liston, acting prosecutor. The term was for three days, during which time 30 entries were made in the docket, including judgments, dismissals, and continuances. That year 23 cases were filed. Case No. 1 was tried the first day of the term. It was Peyton Russel vs. George H. Phillips, assumpsit on appeal. Judgment was for the plaintiff for $45, total judgment $51.80.

The business of the court grew slowly. The first courthouse, at the southwest corner of what is now the Crown Point Square, is affectionately spoken of by old settlers as the "old log courthouse." About thirty-five feet wide and twenty feet deep, it cost around $500 and served, as did many early courthouses, as the seat of justice and as a place for other meetings, both secular and religious.

At that time Joliet Street extended through the square, and the building was on this street, facing north. An outside stairway on the north side gave entrance to the courtroom proper on the second floor. The judge's bench, a long one capable of seating three judges, was placed in the west end of the room. In 1838 at their November session, Order No. 19 stated that "the bill of L. A. Fowler, sheriff, for expense of fitting up the lower room of the courthouse for a prison as per bill on file to the amount of sixty-four dollars be allowed." In 1840, they appropriated $8.62½ for a chimney, and in 1843 the courtroom was lathed and plastered at a cost of $15.00. Court was held here thirteen years; then the building was torn down and the huge logs were used in the erection of two barns that have long since served their usefulness and disappeared in firewood.

In the late forties, agitation was strong for the erection of a larger and better courthouse; George Earle was employed to draw the plans and Jeremy Hixon was given the contract. The building was completed in the summer of 1850. It was located on the opposite side of the square on what is now Clark Street. This structure, costing about $10,000, was a one-story, frame building, with four huge pillars across the front and a large cupola on the top. Inside there were three rooms, the main courtroom, and smaller rooms for the jury and the sheriff. Other county offices were in two brick buildings erected for that purpose, one on either side of the courthouse. The frame courthouse served the county for 30 years and, like the old log building, was the scene of many kinds of public meetings, ranging from political rallies to the serious gatherings connected with the Civil War. Again, however, the rapidly growing business of the county demanded larger and more convenient quarters. The old frame courthouse was moved to west Joliet Street and transformed into the Hoffman Opera House. Later it was razed.

A campaign for the erection of the present courthouse covered several years, and $60,000 was collected for its construction. An attempt was made to rob the county of this sum, and although the building in which it was kept was wrecked, the funds were saved. John C. Cochrane, architect, drew the plans, and the contract was let to Thomas and Hugh Colwell. With great ceremony the corner stone was laid on September 10, 1878. The building has been remodeled twice, the north and south wings having been added in 1907-08.

When the industrial development began in the north end of the county and Hammond began to expand, litigation increased rapidly. Lawyers, principally those in Hammond, Whiting, and East Chicago, started a movement in 1894 to have the county seat relocated in Hammond. There was a storm of protest from lawyers at Crown Point and citizens of the southern part of the county. Finally a compromise agreement provided that a bill should be introduced in the legislature creating a superior court for Lake County, to be located at Hammond. In 1905 a bill was passed creating the first Superior Court in Lake County. However, this court was not exclusively for Lake County, as the bill provided also for a circuit of Lake, Porter, and LaPorte counties, stipulating that the court should sit five weeks at Hammond, three weeks at Michigan City and two weeks at Valparaiso. With the continued rapid industrial growth of the Calumet Region, the business of the courts increased to such an extent that the State legislature in 1907 made Lake County a separate circuit for the Superior Court.

In 1903 a courthouse had been erected in Hammond at a cost, including furnishings and equipment, of about $77,000; seven years later this courthouse was remodeled. It now has two large and commodious court rooms and represents an investment of $195,000. It houses a law library and offices for all county officials.

Because of increasing litigation, the legislature in 1911 created two additional branches of the superior court of Lake County, Rooms 2 and 3. Room 2 sits in the courthouse at Hammond, and Room 3 divides its time between Hammond and Crown Point, sitting five weeks in the Superior Courthouse at Hammond and then five weeks in the Circuit Courthouse at Crown Point.

Because of Gary's rapid growth, frequent legal problems arose, and members of the bar of Gary insisted that Gary have a superior court. In 1917 Room 3 of the court, was moved by State legislation to Gary. The County Commissioners leased the second and third floors of the building at 560 Broadway until more commodious quarters could be provided.

The amazing development of Gary and the Calumet District as a whole later made it necessary to add two additional branches of the Superior Court of Lake County, to be known as Rooms 4 and 5, Room 4 to sit in Gary and Room 5 in Hammond. Room 2, which had been sitting in the courthouse in Hammond, was moved to East Chicago, as the members of the bar and citizens of East Chicago demanded one branch of the superior court.

Today, Lake County has five branches of the superior court. Rooms 1 and 5 sitting in the Superior Courthouse in Hammond, Room 2 in that part of East Chicago known as Indiana Harbor, and Rooms 3 and 4 sitting in Gary. Each of these courts consist of five eight-week terms and each begins and ends at the same time.

After the creation of the second branch of the superior court in Gary, the need for larger and more convenient quarters resulted in the erection in 1929 of the present $1,000,000 Lake County Courthouse in that city, a part of the Gary Gateway.

Neither the first nor second constitution of Indiana provided for the creation of branches of the circuit court by legislative enactment, but the legislature did have the power to lessen the work of any circuit court by lessening the number of counties of the circuit. Upon the adoption of the second constitution in 1851, Lake County was placed in the Ninth Judicial Circuit, where it remained until 1873, when it was placed in the Thirty-first Judicial Circuit with Starke, Pulaski, and Porter counties. In 1881 Pulaski and Starke counties were taken out of the Thirty-first Judicial

Circuit. However, since 1913, when the General Assembly separated Porter from Lake, the latter county has been an exclusive circuit itself, the Thirty-first.

After construction of the gigantic steel works in Gary, criminal cases increased so rapidly that the legislature in 1919 passed a law creating a criminal court for Lake County. After the criminal court was established, the circuit and superior courts were relieved of criminal cases except when crowded dockets of the criminal court made it necessary to transfer criminal cases to the circuit court. The act also provided that the criminal court should hold its sessions at Crown Point, where the county jail is located. This court sits continuously. For the first three or four years after its creation, the criminal court held session in a small courtroom in the Circuit Court Building, Crown Point, but in 1927 a $200,000 Criminal Court Building was erected adjacent to the county jail. The old county jail was rebuilt and more than doubled in size, at a cost of about $175,000. The sheriff's home is attached to the county jail, and in the construction of the criminal courthouse and the rebuilding of the county jail, an overhead pass for transferring prisoners from the jail to the court for trial was added.

Another court which functions in Lake County is the United States District Court. Prior to 1925 there was in Indiana only one Federal judge, the State of Indiana constituting but one district. By an act of Congress in 1925, an additional judgeship was created and the State was divided into seven divisions. On April 21, 1928, Congress enacted a law creating two districts in the State of Indiana, a Northern District embracing Hammond, Fort Wayne, and South Bend divisions, with the seat of the court in South Bend, and a Southern District consisting of Indianapolis, Evansville, Terre Haute, and New Albany divisions, with Court's headquarters in Indianapolis. For the Northern District, two terms of this court are held in Hammond, two terms in South Bend, and two in Fort Wayne each year.

Until 1923 juvenile cases were handled by the circuit judge, who devoted one day of each week to them. However, as the population of the county increased (the 1920 census showed more than 25,000 children of school age), juvenile cases demanded more time than it was possible for the circuit judge to give. In 1923, after appeal to the general assembly, a law was enacted empowering the circuit judges in counties with a population of from 150,000 to 200,000 to appoint a juvenile referee, who should hear such juvenile cases as the circuit judge should refer to him.

The act became effective on March 1, 1923, and a refereeship immediately was created for Lake County.

In the towns and cities of Lake County, also, are the justice of peace courts and the city courts, in which are filed annually 18,000 cases. Two other Indiana courts, the common pleas and the probate court functioned for a time in Lake County. Probate courts have been abolished throughout the state, their jurisdiction being transferred to the circuit and superior courts.

As a contrast to the first year of court's history, the following figures are taken from the records for 1936:

Total cases pending January 1, 1936, 6,597.
Total cases filed for year 1936, 6,119.
Disposed of during 1936, 6,432.
Cases in the Criminal Courts accounted for and tried, 518.
Cases in the Criminal Court now pending, 920.
Juvenile division cases of the Circuit Court disposed of, 1,072.
Cases still pending, 1,565.

The first order book used in the circuit court covers nine years, October Term, 1837, to February Term, 1846. During 1936 there were 21 order books, 600 pages each, containing 29,956 entries of the circuit, superior and criminal courts.

The first order book of the circuit court discloses the fact that the Lake Circuit Court seal was adopted on Tuesday, May 15, 1836. The devise engraved thereon is a ship under sail, a plough and a sheaf of wheat, and around the margin of the seal is engraved: "Indiana Lake County Circuit Court."

On October 25, 1838, the Secretary of State forwarded to the clerk of the circuit court for distribution in Lake County 45 copies of the revised statutes. At the conclusion of the last (1937) session of the general assembly, the Secretary of State forwarded to the clerk of the circuit court 780 copies of the Act of the Seventy-ninth Session of the General Assembly for distribution.

The first estate acted upon by the circuit court was that of Jeremiah Wiggens, and application for letters was filed August 25, 1838. During 1936, 530 new estates were filed with final reports filed in 455.

During 1837, six marriage licenses were issued, the first being to Solomon Russel and Rosina Barnard, who were united in marriage March 9, 1837, by Solon Robinson, justice of peace. During 1936, 7,086 marriage licenses were issued.

Since its inception, when its work was done in one office by a staff of one, the clerk's office, in order to handle the great mass of work delegated to it, has expanded to six offices and increased its staff to twenty-seven.

The clerk of the circuit court is also ex-officio clerk of the Lake Superior Court, Lake Criminal Court, Lake Juvenile Court, chief registration officers of Lake County, member of the Board of Election Commissioners of Lake County, and member of the School Fund Mortage Loan Board. As member of Lake County Board of Election Commissioners, he is responsible for the appointment of 170 precinct election boards. The office requires 30 assistants for the board of canvassers.

## *JUDGES OF LAKE COUNTY*

### *President Judges, Ninth Judicial Circuit, 1837—1852*

Sample, Samuel (South Bend)—December 10, 1836—August 8, 1843. Resigned.

Nile, John B. (LaPorte)—August 8, 1843—December 19, 1843.

Chamberlain, Ebenezer M. (Goshen)—December 19, 1843—August 28, 1852. Resigned.

Lowry, Robert R. (Goshen)—August 28, 1852—October 12, 1852.

### *Associate Judges, Lake County, 1837—1852*

#### First Term, 1837—1844

Clark, William—April 15, 1837—April 15, 1844.

Crooks, William B.—April 15, 1837. Removed from county.

Palmer, Henry D.—February 11, 1838—April 15, 1844.

#### Second Term, 1844—1851

Palmer, Henry D.—April 15, 1844—April 15, 1851.

Turner, Samuel—April 15, 1844—February, 1847. Died.

McCarty, Benjamin—August 21, 1847—September, 1849. Resigned.

Brown, Alexander F.—November 3, 1849. Died before qualifying.

Rockwell, William—April 15, 1851—October 12, 1852. Removed with state-wide reorganization of courts.

Pearce, Michael—April 15, 1851—October 12, 1852. Removed with state-wide reorganization of courts.

### *Judges of the Probate Court 1837—1852*

Wilkinson, Robert—August 30, 1837—August 30, 1844.

Ball, Hervey—August 30, 1844—July, 1849. Resigned.

Turner, David—August 25, 1849—October 12, 1852.

### *Circuit Judges, Ninth Judicial Circuit 1852—1937*

Starfield, Thomas S. (South Bend)—October 12, 1852—February 23, 1857. Resigned.

Deavitt, Albert G. (South Bend)—February 23, 1857—November 17, 1857.

Osborn, Andrew L. (LaPorte)—November 17, 1857—October 24, 1870.

Stanfield, Thomas S. (South Bend)—October 24, 1870—March 6, 1873.

Gillett, Hiram A. (Valparaiso)—March 14, 1873—October 22, 1879.

Field, Elisha C. (Crown Point)—October 22, 1879—March 12, 1889. Resigned.

Johnston, William (Valparaiso)—March 12, 1889—July 2, 1892. Resigned.

Gillett, John H. (Hammond)—July 2, 1892—January 25, 1902. Resigned.

McMahan, Willis C. (Crown Point)—January 25, 1902—January 1, 1919.

Norton, E. Miles (Gary)—January 1, 1919—January 1, 1933.

Sullivan, T. Joseph (Whiting)—January 1, 1933. Elected for term of six years.

### *Judges of the Superior Court—ROOM I*

Cass, John E. (Valparaiso)—March 28, 1895—January 1, 1897.

Tuthill, Harry B. (Michigan City)—January 1, 1897—July 1, 1907.

Reiter, Virgil S. (Hammond)—August 6, 1907—January 1, 1935.

Cody, John (Hammond)—January 1, 1935. Elected for term of four years.

### *ROOM II*

Becker, Lawrence (Hammond)—February 23, 1911—January 1, 1915.

Hardy, Walter T. (Hammond)—January 1, 1915—October 3, 1921. Died.

Crites, Maurice E. (East Chicago)—October 11, 1921—January 1, 1935.

Becker, Lawrence (Hammond)—January 1, 1935. Elected for term of four years.

### *ROOM III*

Kopelke, Johannes (Crown Point)—February 23, 1911—January 1, 1915.

Greenwald, Charles E. (Gary)—January 1, 1915—January 1, 1935.

Jenkines, Bertram (Gary)—January 1, 1935. Elected for term of four years.

### *ROOM IV*

Ridgley, Claude V. (Gary)—May 17, 1927—January 1, 1935.

Sackett, Homer E. (Gary)—January 1, 1935. Elected for term of four years.

### *ROOM V*

Cleveland, Clyde (Hammond)—May 17, 1927—August 6, 1933. Died.

Strickland, Harold S. (Hammond)—August 19, 1933. Elected for term of four years beginning January 1, 1935.

### *Judges of the Court of Common Pleas, 1852—1873*

Lawson, Herman (Michigan City)—October 26, 1852—October 28, 1856.

Talcott, William C. (Valparaiso)—Oct. 28, 1856—Nov. 2, 1868.

Gillett, Hiram A. (Valparaiso)—November 2, 1868—March 6, 1873.

### *Judges of the Criminal Court*

Smith, Martin J. (Crown Point)—April 1, 1919—January 1, 1933.

Murray, William J. (East Chicago)—January 1, 1933. Elected for term of four years.

### *Supreme and Appellate Court Judges*

Lake County has been honored by being represented in either the Supreme or the Appellate Court of the State almost continuously since 1900, the following judges have served.

Gillet, John H. (Hammond)—Supreme Court, January 25, 1902—January 1, 1909.

Ibach, Joseph G. (Hammond)—Appellate Court, January 1, 1911—January 1, 1910.

McMahan, Willis C. (Crown Point)—Appellate Court, January 1, 1919—January 1, 1931.

Curtis, Harvey J. (Gary)—Appellate Court, January 1, 1931. Re-elected in 1934 for second term of four years.

### *Juvenile Referees, 1923—1935*

Sheehan, Frank J. (Gary)—March 1, 1923—January 1, 1933.

White, Emmet N. (Gary)—January 1, 1935. Appointed for a term of four years.

## THE FINE ARTS

For many years activities in the Calumet Region were directed solely toward building—building of industries and building of cities. Chicago, with its opera, concerts, theaters, art salons, and art schools, attracted those who received recognition in any of the arts and those who had talent, so that the Calumet area, instead of developing its own culture, for a decade contributed to that of Chicago. After the World War, however, the cities well established, a cultural movement in the Calumet developed almost spontaneously, beginning with the organizations of clubs by those interested in the arts and the construction of civic buildings where musical and theatrical performances and art exhibits might be enjoyed. Today the Memorial Auditorium in Gary, the Hammond Civic Center, the Community House in Whiting and the Roosevelt High School of East Chicago all subscribe to the cultural advancement of the district; in their auditoriums many widely known musicians—Kreisler, Rachmaninoff, Heifetz, John McCormack, the Paulist Choir—have appeared, and on their walls the works of famous artists have been exhibited.

Since its organization in 1932, the Calumet Center of the Indiana University Extension Division, located in the Roosevelt High School of East Chicago, has been the co-ordinating influence upon the cultural life of Calumet cities, and plans have been made for the completion of an administrative building where facilities will be provided for activities in the arts. Hugh W. Norman, A.M., Executive Secretary of the Calumet Center Indiana University Extension, is particularly interested in this work.

Aside from the university extension, several organizations have helped to unite the cultural life of the Calumet cities. The Federation of Women's Clubs and the Tri Kappa Sorority chapters have co-operated with art associations and taken part in sponsoring annual exhibits of local artists at the Hoosier Art Salon in Chicago. The Polish Arts Club, organized on a regional basis with sections representing each of the fine arts, has sponsored several concerts and musicals, an art exhibit, lectures on art and literature, and numerous performances of folk dancing.

The splendid music departments of the schools and the many music-loving Europeans—there is scarcely a foreign group or parish which has not formed a musical organization of some sort—have contributed to the advancement of music in the Calumet area. Several regional musical groups are affiliated with the Indiana University Extension: The Calumet Symphony Orchestra, directed by Robert J. White and conducted by Seymour Silverman; the Hammond Orpheus Choir, a mixed chorus conducted by George Calder; the Farrar Choral Club, a women's chorus conducted by Mary Lois Clark, and the East Chicago Male Chorus, conducted by Robert J. White.

In Gary the Choir Chopin, organized in 1916, has 50 members. It is conducted by B. J. Zalewski. Preradovic, conducted by George Benetzsky, is the oldest foreign choir in Gary, organizing in 1914, and has 60 members. Besides giving annual concerts locally, it has appeared at the Century of Progress in Chicago, at the Civic Opera House in Chicago, and in Indianapolis. The Gary Municipal Chorus of 100 voices, directed by A. B. Dickson, was organized in 1925 and presents two concerts a year. The Gary Choir Karogeorge of 50 voices won the 1936 national award of the Serbian Singing Federation of North America. One of the largest choirs in the city, the Gary Liederkranz Society, has 125 voices and is directed by Prof. Hans Wagner of Chicago. Other foreign musical groups whose rich colorful music is heard in Gary are the Wanda, Halka, Nowezycie, Sokol, Harmelo, and the Russian choir.

Among Gary musicians who have achieved more than local distinction are Lida Browning White, composer-pianist, and Kathryn Witwer, Chicago Civic Opera and radio star. Adele Bohling Lee of the music department at Froebel school is the author of numerous school music books and compositions.

Also contributing to Gary's musical culture are the Association of Music and Allied Arts (an outgrowth of the old Gary Musical Club), the Jewish Symphony Orchestra, Aeolian String Quartette, Ambridge Glee Club, the Gary Civic Band, the Gary Chamber Music Association, the Elks Band, and the 113th Engineers Band. The Carillco (contraction of Carnegie-Illinois Steel Corporation) Band, a 100-piece organization composed of employees of the Carnegie-Illinois Steel Corporation plants, is an outgrowth of the former Gary Works Band.

In Hammond, Henry Waxman is reorganizing (1938) the Hammond Symphony Orchestra. After study abroad, Waxman was connected with the Minneapolis Symphony Orchestra and later conducted a string ensemble over a national network. William Albach, Hammond composer, during 1934 appeared in concert with George Dasch, conducting his own compositions, "Madonna Motif" symphony, "Madonna Motif" overture, and "Lord's Prayer" for mixed chorus.

From East Chicago has come Vivian Della Chiesa, well-known opera and radio star. Of the several choral groups in East Chicago, the Paderewski Choral Society and Choir Laura, both under the direction of Ignatius Turon, have done creditable work.

Father Lach's Band of Whiting, has completed a successful European tour, and George Ciega, Whiting organist-composer, has written several well known compositions of which "Clouds" is perhaps the most popular.

Annual art exhibits are held in the various cities of the region. The Gary Public Schools' Art Association and other groups have sponsored showings annually. And there are several art clubs active in the city, including the Gary Art League, organized with J. Fred Howe as president, and the Palette and Pencil Club. Gary artists represented at the Hoosier Art Salon in Chicago are: Elizabeth Buchsbaum, Olive Hess Skemp, Robert O. Skemp, Una A. Greenwood, Helen Ruth Huber, Mrs. J. H. Euston, Fred Kempf, M. R. Nichols, Gretchen I. Warren, Louis Wilder Collins, Jane Fowler, Constance Gill Strong, Mildred Young Pneuman, Neola Johnson, Glen Bastian, Jessie Schley, Nels Corlin, and Dirk Dekker.

Gary, with its huge industrial buildings, its shoreline, and its sand dunes, has been of much interest to artists. Alexis Jean Fournier caught the magnificent splendor of flaming, forging Gary silhouetted against a sky of darkness and painted "Gary At Night." Adam Emory Albright, another artist of international fame, has used Gary and its environs as subjects.

The dunes have attracted numerous artists from outside the Calumet Region. The duneland paintings of Frank V. Dudley, a Chicagoan, have received several awards. In 1918 the Chicago Art Institute used one of its largest galleries for exhibition of his work. After receiving the Logan prize in 1921 for his "Duneland," Dudley built a studio in what is now Dunes State Park, where he spends nine months of the year painting the landscapes about him.

Frank Myslive of Hammond and John C. Templeton of East Chicago have interpreted the dunes, exhibiting their work in cities of the Middle West.

The Hammond Painters and Sculptors League, Lenore Conde Lawson, president, annually sponsors a showing. Its membership is limited, but works of worthy artists of the entire region are exhibited in its shows. The Polish Arts Club, exhibiting the work of native artists, held its first exhibit in 1938 in Hammond. Among Hammond artists are: O. O. Haag, portrait painter; Lenore Conde Lawson; H. LaVerne Thornton; Martha Ellyson; Ruth Young Gunnell; Susan Howe; A. E. Price; Mrs. Walter McNary; and Ann Howe Geyer. Olga Schubkegel, art director of the Hammond schools, has done some noteworthy work in oil painting. William Danch has contributed art work to *Esquire* and Michael Lab is at present working in the Walt Disney studios, Hollywood. Among the younger artists of Hammond are Floyd Kay, Ray Ligocki, Joseph Bukowski, and Witold Wilowski.

Several East Chicago artists have done exceptional work. John C. Templeton has exhibited his paintings, mostly landscapes, in middle western cities, and the work of Stanley Bielecky, instructor of art at the University Extension and painter of the modern school, is being exhibited in New York (1938-39). Another artist doing modern work, Adeline Cross, has exhibited at the Chicago Art Institute, as has William Poage, instructor of art in Roosevelt High School and painter of water colors. Martin Tolpa, of East Chicago specializes in murals and decorative art and Ernest Kassas' mural, "The Gift of a Book," is in the public library at East Chicago. The work of Alan Hindmarch, cartoonist, appears in nationally popular magazines. Other artists of East Chicago are John Brady, Charles Untules, Rose Murphy, Frances Boomer, Madeline Dupes, Guy Pratt, and John Shellhardh.

Kenneth Deagling, of Whiting, is a commercial artist of note; while Francis Kirn, also of Whiting, won the James Nelson Raymond scholarship and became exhibiting member of the Hoosier Art Salon.

The Gary Civic Theater, organized in 1930, was the outgrowth of a Little Theater movement which was started in 1925 by members of the staff of the Gary Public Library. Through the co-operation of women's clubs and individuals interested in drama, it became self-supporting in the depression years, and now owns a theatre building which seats 450 persons. Some observers have ranked it as one of three outstanding civic theaters in the country for choice of repertoire.

Mladen Sekulovich of Gary has had major roles in eight Goodman Theater productions. He had a minor role in Clifford Odet's, "Golden Boy." Robert Weisner, another Gary boy was a member of the Ballet Russe. Victor Tanberg has been in the supporting cast with Eva La Galliene.

Gary also had another successful theatrical group, one for children, which was originally headed by the four Lyman children and Tom Jewett. When the Theater Project was established in 1936, the group was taken over and installed at headquarters as the Mickey Mouse Theater. Mrs. F. L. Lyman was appointed director to supervise the programs, with Tom Jewett as one of the four assistants.

Hammond has no self-supporting civic theater, although it has two drama groups which successfully present spring and autumn plays, and short plays at irregular intervals. The Hammond Civic Drama Guild was organized in 1930, and the Hammond Community Theater in 1938. Katherine Burke of Hammond, and Jack Hubbard of East Chicago, have appeared in several motion picture productions. In East Chicago, the Community Theater group presents plays annually; The Lake Shore Theater Guild, with headquarters at the Whiting Community House, gives performances occasionally.

Much has been written about the rise of Calumet cities and of the area as an industrial center. In a literary sense, however, the life and atmosphere of the region has still to be written. A creditable attempt at this was made in one issue of *New Wings* Magazine, in which local writers gave first-hand impressions of the life about them. *New Wings* is the annual publication of the La Boheme, an outgrowth of University Extension activities organized in 1932 by Irvin Goldman, instructor of English. At the beginning of 1937, an experimental literary magazine, *Creative,* was published for a half year in Hammond.

There are writers' groups in each of the cities. Gary writers have included Clarence Ludlow Brownell, who wrote largely of Japan, the late Father John B. deVille, James W. Lester, James Stevens, and Garry August, well-known rabbi. A few Gary newspapermen have met success in newspaper work or in the magazine field. After leaving Gary, the late J. Roy Morriss became chief of the Paris bureau of the New York *Tribune.* The late Carl O. Dennewitz became European correspondent and later an executive of an eastern publishing company. Frederick Carr was for many years western representative of the *Christian Science Monitor.* Odgers T. Gurnee and Arthur Shumway wrote short stories.

Several members of the Gary Women's Press Club have gained recognition of their work. Margaret Springman won an *Atlantic Monthly* prize for poetry. Alma Klinedorf received honorable mention from Edward J. O'Brien in 1937 for her story "Let Out" published in *American Prefaces.* Clara Edmunds Hemingway is the author of a volume of poetry, and Frances Bowles and Mary Ballard have won awards for their verse. Deanette Small edited and published *Hands Across the Nation* and conducts a garden column in a Chicago newspaper. A textbook written by Nelle Ensweiler has recently come from the press.

Donald D. Hoover, at one time city editor of the Indianapolis *News,* now living in Hammond, is the author of *Copy,* a successful book on advertising. He contributes to *Coronet* and other national magazines. Russell Wright, also of Hammond, is author of a book of personal observations on Soviet Russia.

An attempt to introduce a creative spark into textbooks is being used by Carl Benz, an instructor at Hammond High School who is writing a textbook on high school physics which will be published by the University of Chicago Press. Benz' book, as well as material contributed by him to scientific journals, is amusingly written. Joseph Bukowski, an artist who writes poetry under the pen name of Joseph Buck, has appeared in several anthologies. Active in literary work in Hammond are Lila Smith, Mrs. Robert Tinkham, Mrs. Donald D. Hoover, Kay Oberlin, Elene Meyn, Mrs. Leo Feltzer and Gertrude Cooper.

Lola Mallatt Bell was a frequent contributor of poetry to *Midland.* Thelma Jones of Hammond has published short stories in *Good Housekeeping* and other magazines.

A former editor of the Calumet *News* in East Chicago, William Stephens is now associated with *Esquire.* Reverend Orville P. Mankier writes articles on religious topics, and Edna Maguire, is the author of several children's books published by Macmillan.

Several novels were written by the Reverend Thomas Stubbins, who lived in Whiting for many years. Also of Whiting are Jean Ciega, who has had much published verse to her credit, Mrs. K. S. Myers, a contributor to magazines, and Juanita E. Darrah, who writes on home economics for magazines.

## THE NEGRO IN THE CALUMET REGION

There are more than 22,000 Negroes in the Calumet area. They comprise approximately one-fifth of Gary's and one-tenth of East Chicago's population. Hammond's smaller population is not solidified socially, politically, or economically. Whiting is the only city in the region which has no Negroes.

Walter Hill was the first Negro resident of Hammond. Shortly after his arrival, in 1906, two families made permanent residence in the city, settling near what is now the business district. A colony still exists in that part of Hammond, but it is much smaller than the colony on the east side of the city known as Maywood, where the Standard Steel Car Company is located. It was shortly after the car company was built that Negroes began to settle in Hammond in great numbers. At present they number nearly 1,000 in an approximate total population for the city of 75,000. They have come chiefly from Alabama, Mississippi, and Tennessee.

Negroes hold no elective offices in Hammond, although some of them have city jobs. However, they have organized a civic club, called the Progressive League, and some smaller party organizations. Besides a few choral groups, the Phyllis Wheatley Chapter of the Y.W.C.A. is probably the most prominent of their organizations.

The Mount Zion Baptist Church was the first organized Negro church in Hammond and now has the largest congregation. The Bethel African Methodist Episcopal Church is the only church located in the downtown colony, all the others being in Maywood. Children of school age attend Hammond public schools, where many have distinguished themselves in school sports. Attendance records in high school show a steady increase in enrollment.

Dennis A. Bethea, a physician, is the only Negro professional man in Hammond. L. B. Burrel is the only resident minister. David E. Ford, musician and choral director, is well known in the Calumet Region and teaches music in Gary.

The Negro population in East Chicago, according to the 1930 census, numbered 5,294, or 9.3% of the total population; the percentage is higher at present. It is centered in Indiana Harbor where, if that part of the city were considered alone, the percentage to total population would be higher than 20%.

No one seems to know who was the first Negro resident in East Chicago. Twenty-five years ago, it is claimed, there were no members of the race in the city. Those who have settled in the town since then have come mostly from the south, Alabama, Mississippi, and Tennessee, although some few came from Chicago. The growth of industry in the city, particularly Inland Steel, attracted them to East Chicago.

As in Gary, there has been marked cultural development among the Negro people of East Chicago, where they take an active interest in politics, support their own churches, and patronize professional people of their own race. In the present city administration, there is one councilman, James W. Dent, from the 5th district (Sunnyside). On the police force are four officers. There are ten churches, representing several denominations, and one lawyer, five physicians, and two dentists are listed among the professional men of the city. There are many organizations—political, civic and choral clubs—which are supported solely by Negroes.

Members of the race make up almost the entire enrollment of the Columbus School, 712 E. Columbus Drive, and four of them are instructors.

The life of the Negro in the Calumet Region centers about Gary. Here his well-being presents a problem to settlement house and relief agency, his education is the concern of schools erected for his welfare, and his service as a laborer in the mills is of prime importance. Although there was a great influx of Negroes to the steel city in 1919, some few of them settled in Gary in its earliest days.

In 1906, when construction work on the Gary mills was being started, a general foreman of a large construction company in Chicago brought 100 Negro workers to the city. This first group, however, were not settlers but transients. The following year a number of Negroes came to locate in the city, build homes, and engage in business. The first to arrive on January 1, 1907, was Shepherd King, a carpenter and also a minister. In February, Samuel J. Duncan arrived from Chicago, obtaining work with a gas plant contractor and later with the steel company. Subsequently Duncan entered the employ of the Gary State Bank, where he has been for many years. (His daughter, Catherine Lorrian Duncan, born in July, 1909, was the first Negro child born in Gary.) Other early Negro settlers were John Preston, Mrs. Bessie Griggs, and Mack Street. With the exception of Mrs. Griggs, each bought property.

Raymond Rankin arrived from Chicago in 1907 and the following year, with Samuel Duncan, organized the first Negro church in the city. In 1909 Everett J. Simpson of Chicago became the first Negro teacher in the public schools of Gary; a short time later Mrs. Elizabeth Lytle started teaching in the same school, located at Twelfth Avenue and Broadway. Simpson's class numbered 18 pupils, Mrs. Lytle's 22. (Mrs. Lytle continued teaching in Gary until the summer of 1935.) The first Negro lawyers in the city were Green and Alexander, who started practicing in 1909.

In Gary today many follow the professions—law, teaching, medicine, dentistry—especially the latter two groups. Dr. R. H. Hedrick, director of St. John's Negro Hospital of Gary, is president of the Indiana State Medical, Dental, and Pharmaceutical Association of Negroes. There are at least 75 instructors in Gary schools. As a rule, Gary Negroes seek the services of their own race.

The political power of the Negro is recognized and sought after by the various political parties. He, in turn, is conscious of the power he represents in this respect, and takes an active part in campaigns. At one time in Gary there were three councilmen, and there has always been at least one alderman. One fire-fighting unit is composed entirely of Negroes.

The influence of Roosevelt school, of which A. H. Theodore Tatum is principal, as a cultural center is undisputed. During the past few years the school has sponsored a monthly forum to which have come such notables as Dr. W. E. B. DuBois, educator and publicist, the late James Weldon Johnson, author and poet, Dr. Mordecai Johnson, president of

Howard University, and Dr. Kelly Miller, educator and publicist. A newspaper, the *American* is published in Gary, edited by A. B. Whitlock. (Leslie Hodgers, first Negro pupil to be graduated from a Gary high school, became a successful cartoonist for the Chicago *Defender*.) There are thirty churches of various denominations, including a Roman Catholic Mission.

Lodges, societies, singing groups, parks, and a golf course have been organized and built to serve social and recreational needs. The Negro poolroom, however, traditional rendezvous of one type of Negro, is a veritable institution of Gary's "Central District," where there are as many as three or four such establishments to a block. There are also the Harlemesque night clubs, some of which are frequented by Gary's north side residents.

On the eastern boundary of the "Central District" an attractive subdivision built by the Gary Land Company and including modern conveniences in sanitation and comfort, is occupied by Gary Negroes. Adjoining the subdivision is a park and playground. In this vicinity also, is the Stewart Settlement House, a welfare center exclusively for Negroes, whose purpose is described as the promotion of "good standards of health, education, recreation, Christian ideals, and racial goodwill."

Educational and recreational facilities are offered by the Neighborhood House and the Friendship House. The Lake County Negro Children's Home in Gary is under the supervision of the Board of Children's Guardians.

Despite the large percentage of residents in the Calumet Region, there has been little racial difficulty. An exception was a strike staged by the students of Emerson, north side high school, in protest against the transferring of eighteen Negro students to Emerson from other schools, which had been affected because of overcrowded conditions in the other schools. Settlement of the strike followed a city council meeting at which it was arranged to appropriate $15,000 for temporary quarters for a school at Twenty-fifth Avenue and Georgia Street and to appropriate $600,000 for a permanent center, to be erected as soon as possible, which was the beginning of Roosevelt High School. The students who had been transferred to Emerson, with the exception of three seniors, together with students from Froebel and the school which later became Roosevelt Annex, were sent to the temporary quarters at Twenty-fifth and Georgia.

The creation of the center had an important bearing on the economic life of Gary Negroes. It was here in 1932 that a group of consumers organized under the leadership of Prof. Jacob L. Reddix. Later study convinced the group that co-operation would "lift a race out of poverty and put it on the straight road to independence and prosperity."

The project was chartered on December 17, 1932. Lack of capital was the greatest handicap, although members of the organization discovered that building a co-operative required much study, hard work, patience, and time. An educational program was a prerequisite.

The program was started with weekly meetings, at which co-operative history and philosophy and the difference between the business operated for profit and a co-operative business were stressed. In the spring of 1934 the educational committee published a pamphlet entitled "A Five Year Plan for Lifting the Social and Economic Status of the Negro in Gary." The first item on this program called for the opening of a large modern grocery store and meat market, which store was finally opened on August 17 of that year.

In November, 1934, the Consumers' Co-operative Credit Union was organized to take care of the credit needs of the members for grocery accounts. At the end of a year, this union had more than 100 members, with deposits amounting to $1,000. Goods were sold on a strictly cash basis and all credit accounts were handled through the credit union.

The turn-over for the co-operative store in the spring and summer of 1935 was about $200 a month. In 1936 the turn-over was $44,000 for that year. During that period the first co-operative store, at 2161 Broadway, was remodeled and enlarged to take care of increased business. In July, 1936, a second store and a filling station were opened at 504 W. Twenty-fifth Avenue.

The weekly educational meetings had continued until 1935, when they were succeeded by a regular night school class in co-operative economics with a teacher of the high school as instructor. This class became the largest academic class of the school, requiring two instructors, one lecturing on the "History and Philosophy of Co-operation" for beginners, and the other teaching the "Organization and Management of Co-operatives." The classes have contributed much to the success of the co-operative, many students becoming converts. Women members of the co-operative have organized an active guild, which has helped greatly to arouse interest in the affairs of the organization.

In this co-operative effort is exemplified the Negro's growing sense of racial solidarity, his realization of the effectiveness of group effort, and the awakening of a spirit of self-sufficiency.

## LABOR

In the history of American industry, the rise of the Calumet Region is a dramatic chapter. Until the 1890's the sandy shore of Lake Michigan, curving from the Illinois line southeastward for twenty miles or more, was broken only by little villages. Swamplands and shifting dunes were the home of screaming waterfowl, and of strange arctic and desert plants thriving in fantastic juxtaposition. The convenience of such a wasteland for vast mills and tanks, however, was not long to go unappreciated. This era was the bright expansive morning of huge trusts and corporations—continually transcending in their operations State and even National boundaries. The desert Calumet area was on Lake Michigan and next door to Chicago; land was cheap here and inhabitants were few. It was an ideal site for the new blast furnaces, factories and refineries that the corporations were to erect. Within thirty years it has become one of the world capitals of oil and steel.

The Standard Oil Company invaded the region in 1889 (compelled, as a "nuisance industry," to refine its crude oil without offense to the inhabitants of Chicago); in 1901, Inland Steel set up a plant in East Chicago and demonstrated the economic advantages of the territory for steel-making. In 1905, after Morgan and Carnegie had fused approximately half the steel industry of the western hemisphere into the United States Steel Corporation, Judge Elbert H. Gary, then chairman of the corporation, announced that a new plant was to be located "on the south shore of Lake Michigan in Calumet Township Lake County, Indiana." Before long construction had begun on what was to become the largest single steel plant in the world and the nucleus of a new industrial center.

Today there is an assemblage of nearly 200 industries—dominated by steel, oil refining, railroad equipment and chemicals. More than a thousand other products ranging from clothing, soaps, books, medicines, and foods, to "bottled gas," gypsum, roofing, and cement are manufactured here.

A majority of the 260,000 inhabitants of the four Calumet cities belong to the industrial working class. These workers, whether they are members of independent unions, craft-unions, or vertical unions, represent the most important factor in the whole industrial process—labor. Their aims are identical: "Right treatment at the shop," "fair wages and hours," "improved working conditions," and the establishment of what they consider the democratic rights in industry: "collective bargaining, security, etc."

The first organized movement toward the realization of these aims was that of the Railway Brotherhoods. Another very early labor organization in the region was the Teamsters' International Union, an American Federation of Labor affiliate, formed in Hammond shortly after the turn of the century. With the establishment of many industries and the concentration of population came the growth of numerous workers' unions organized according to crafts. Particularly strong in this early period were the building trades, having nearly 100 per cent of the potential membership (exclusive of fellow craftmen in the maintenance departments of the industries). These building trade unions (craft-unions) are the backbone of the present labor organizations in the Calumet industries, in fact, the brick-mason union actually was the first to get industrial memberships.

Today these craft-unions—there are 90 of them—remain affiliated with the American Federation of Labor. Sixty-five of them have as their coordinating council the Lake County Central Labor Union. Each of the ninety is entitled to representation at the annual convention of the American Federation of Labor (one vote for each 100 members).

Vitally interested in labor legislation, the members of these various American Federation of Labor unions have engaged for two decades in an intensive educational program "to influence public opinion on various state and national labor questions." Carl Mullen of Hammond is president of the Indiana State Federation of Labor.

With the inauguration of NRA the American Federation of Labor passed a resolution to the effect that an organizational drive should be made in mass industries. Accordingly the Lake County Central Labor Union organized unions in Sinclair, Shell, Wadhams, and Empire Oil refineries. Under the leadership of the American Federation of Labor, unions were set up in the Lever Brothers plant, the United States Gypsum plant, and the Graver Tank Co. plant.

This organizational period saw several minor labor disturbances. At one time, during the American Federation of Labor organization drive in the oil refineries, a strike was imminent. A five day strike in the Shell plant which became the only overt disturbance, resulted in the company writing a letter accepting the terms of the contract.

In 1934 a strike was called in the Lever Brothers Company plant which lasted several weeks. The company finally signed a contract that recognized the union but included little change in wages, hours, or working conditions (which were particularly good in this plant).

In 1935, when the Carbon and Carbide building (Whiting) was being constructed, it was done on a non-union basis for all crafts except bricklayers. Building trade unions objecting, a strike was called. The high demands of the unions, the non-union tradition of the company and of Whiting, resulted in a bitter battle. The result was the temporary defeat of the unions. The union representative later established friendly relations.

Up to this period "Big Steel" had remained virtually invulnerable against labor organizations. "Big Steel" in Gary had grown to amazing proportions until it towered massively above all other industries (at peak operation its various subsidiaries in Gary employed about 35,000 persons). The concentrated poetry and terror of modern industry are therefore to be found in Gary Works, the world's largest steel plant and the chief plant of the Carnegie-Illinois subsidiary of the United States Steel Corporation. It stretches for miles along the flat gray Lake front . . . its narrow coke ovens (nearly one thousand of them) pressed together row on row like slices of toast in a gigantic toaster, with flames bursting out now and then between the slices . . . its mighty cranes reaching into the bowels of ships to scoop out great piles of red-brown powdered iron . . . its locomotives whistling as they switch long trains loaded with ladles of slag or molten iron . . . each of its twelve blast furnaces consuming tons of coke and ore in a Gargantuan maw, every six hours emitting an insane and raucous cry of joy as the molten iron leaps heavily into the great ladle, dazzling bright gold patched with dark scabs of impurity. From the blast furnace this bright iron is carried, still seething in its ladle, to the interior gloom of one of the great sheds. Here are the vastness of the open hearth and the unbearable blaze of white flame within the furnace . . . the milk-white steel rushing into the ladle, mounting higher in soft volcanic waves, scattering sparklets of white crystal over hair, clothing, eyelashes . . . the 150 ton ladle swinging aloft and riding ponderously overhead, making an iron music, to settle in turn over each of the long rows of ingot molds. Then the clangor of the rolling mill, where the tortured hot ingots are squeezed through smaller molds, rushing out longer and more slender only to enter the press again, gliding like bright red serpents to their destination. And here and there, dwarfed and lost in this inferno, this jungle of smoke and metal, tiny men move busily among the monsters.

Without these men—the smooth co-ordination of their effort—this mighty mill could turn out not one single steel tube, not one foot of rail, in a year. But these workers have an even greater significance for modern life. They are steel workers. They belong to an army of more than 500,000 men throughout the country who work in the nation's basic industry, and their destiny is of crucial importance to American working people as a whole. If they are ill paid, the wage level is depressed for all other workers; if they belong to a union it is far easier to organize the rest of American labor.

The workers of Gary are almost entirely steel workers, who converge upon the mills down the town's chief arteries three times a day. Between seven and nine in the morning, between three and five in the afternoon, between eleven and one at night—they throng in their drab workmen's clothes to meet the outgoing shifts. In this city the ebb and flow of traffic, the very retardation and acceleration of business, are determined by the mill employees. The situation is basically similar throughout the entire region (there are about 20,000 workers in independent steel plants and related industries), in spite of more highly diversified industries.

When the United States Steel Corporation was organized in 1901 it inherited (and proceeded to operate by) a simple philosophy: The Corporation was to have no dealing with organized labor. If the greatest of corporations did not bargain collectively with its employees, certainly its smaller competitors could not afford to.

In all fairness, however, something could be said in extenuation of this anti-union policy. Thirty-five years ago neither the American public as a whole nor even the working-class sector of the public was widely convinced of the importance and economic practicability of unionization. Then, too, the Corporation insisted that the workers could get their grievances adjusted fairly by personal appeals—over the heads, if need be, of minor officials—to plant superintendents, managers, even to the Corporation's New York office. Judge Gary used to say that his door was always open to any employee who had a grievance. That the "high command" were sincere in this attitude seems unquestionable; but the fact remains that individual workers seldom dared to make such complaints, and that nepotism, favoritism, and bribery were all too often the result of the foreman's power to hire and fire. In fact, a gigantic corporation was trying to manage its 200,000 workers in a way that had been practical in 1850—when an employer could know and greet personally his 10 to 50 employees.

A third and more convincing argument for the corporation's labor policy was its welfare work. There is no doubt that in providing safety devices, sanitary conveniences, pensions, first aid, and hospitalization, and in the construction of churches, clubhouse, and playgrounds, the corporation has been unusually progressive. But as a *Fortune* writer observed as late as 1936:

> The basic question is this: Does the worker prefer to let the Corporation thus act the Lady Bountiful, or would he prefer, through the strength and protection of a steelworkers' union to live with less

dependence on the decisions of the Corporation's executives, major or minor?

This always has been a basic question. But it was not the only question in 1919, when a concerted effort was made by organized labor to organize the steel workers of the Nation. Regarding the Corporation, through the pervasive influence of its labor policy, as the chief factor paralyzing the trade-union movement, the American Federation of Labor called a conference of all unions interested in organizing the steel industry. The basic demands were to be recognition of the new union and abolition of the twelve-hour day with no reduction in wages.

The organizing conference met in Chicago in August, 1918. William Z. Foster, one of the leaders, urged the formation of one big steel union including all skilled, semi-skilled, and unskilled workers engaged in the making of steel. Only such a union, he argued, could have sufficient power to win from the united steel companies the workers' basic demands; a tactic was devised whereby all the unions were to co-operate fully in a federation. A rapid membership drive was to be made throughout the country; skilled workers were to enter the unions which had jurisdictional claims upon them; unskilled and semi-skilled were also to be organized.

It was a good plan; but the unions delayed, hesitated, failed to contribute the $250,000 necessary for an effective campaign. Nevertheless organizers did finally go out, and by June, 1919, the number of unionized steel workers had leaped to 100,000—the unskilled and semi-skilled workers in particular, having eagerly flocked into the union.

In June, President Gompers of the American Federation of Labor wrote to Judge Gary asking for a conference between organized labor leaders, and representatives of other companies. This letter was never answered, but while Gompers was hopefully waiting, the steel companies, it was alleged, were discharging workers wholesale for union membership. Finally pressure from the rank and file forced the union leaders to take a strike vote; the tabulation from over the country showed a 98 per cent vote for demands—this time asking for the eight-hour day, small wage increases for the lower-paid workers, and one day's rest in seven. A second request for a conference, however, was refused. Judge Gary wrote: "They (the Corporation and its subsidiaries) stand for the open shop." Determined to wait no longer, the union leaders set the strike date for September 22—in spite of a vague last-minute call for arbitration from President Wilson. At midnight September 21, 275,000 workers obeyed the strike call; by the end of the month the number had increased to nearly 350,000.

For a time the Chicago-Calumet area was almost completely paralyzed; only a few highly skilled laborers remained at work. The mass of unskilled and semi-skilled walked out solidly in protest against their lot. In 1919 the percentage of the foreign-born was greater than today; a vast majority of these workers were recent immigrants from eastern and southern Europe, many of whom could not even speak English. To a panicky public (already frightened by social unrest in post-War Europe) these inarticulate, and determined workers were "alien revolutionists," a veritable horde of Bolsheviks. The "Red" scare was more readily invoked because of the fact that William Z. Foster, one of the many strike leaders, who subsequently was a candidate for president of the United States on the Communist ticket, was avowedly a radical, although his role in the strike itself was no different from that of more conservative unionists.

The steel officials were determined not to bargain with the men, fearing a unionized industry. They also claimed (although in later years this was proved a mistaken view) that the eight-hour day was uneconomic. Hence their only course was to fight until the strike was over. To this end they utilized the "Red" scare to discredit the workers in the public eye; there was the alleged employment of spies, whose duty, it was charged, was to mingle with the strikers, whisper discouragement and fear, and in particular to foment mistrust among the various foreign groups.

Meanwhile at the request of Mayor W. F. Hodges, State troops were sent to East Chicago and Indiana Harbor, and Major General Leonard Wood went to Gary in person with a detachment of Federal troops. However, according to his subsequent report, General Wood found them fairly peaceful:

> The strikers themselves generally behaved particularly well, the American especially. They adopted a resolution standing for law and order.

At President Wilson's Industrial Conference early in October the strike leaders proposed arbitration, but Judge Gary refused. Late in November a Commission representing the Interchurch World Movement agreed to act as mediator; the strike leaders agreed to order the workers back to the mills and accept the decisions of this impartial group. Again Gary declined. "There is absolutely no issue." The Corporation's spokesman was still the voice of the industry, and independent companies followed his lead without question. By December 13, the number on strike had dwindled to 109,300, and early in January, 1920, the struggle was called off.

Steel, the core of American industry, ostensibly had remained untouched by collective bargaining.

The great strike was more than an episode in the labor history of the Calumet. After the battle smoke had cleared, the facts gleaned by the Interchurch World Commission began to emerge and The United States Steel Corporation soon granted a 10 per cent wage increase to all its workers; in a few years the 12-hour day and the long shift were abolished.

The inauguration of NRA guaranteed all workers the right to organize and bargain collectively and, as has been shown, throughout every industry in the region there was a great upsurge of organizational enthusiasm under the American Federation of Labor. Under this same impetus, the Amalgamated Association of Iron, Steel, and Tin Workers, then a division of American Federation of Labor, set up eight or nine locals among steel workers in the Calumet. In Indiana Harbor (Inland) this organization was very strong. At the Youngstown plant, the union formed among the steel workers held together throughout the entire NRA and pre-NLRA period.

In the Gary Steel mills there was a similar upsurge of union activity under this division of American Federation of Labor. The coke and open hearth departments of the Carnegie-Illinois Steel Mills were organized, the unions having a majority in those departments.

At this time two incidents occurred which halted the organizational drive in the local steel industry. The first was a jurisdictional clash within the Association of Iron, Steel, and Tin Workers. Fred Schutz, president of the Lake County Central Labor Union had permitted the eight or nine local units of this organization seats in the county council. Charges were brought against him by the federation that he had given the locals this privilege after they had been suspended by the Amalgamated Association. Although the charges against Schutz were never heard the incident resulted in the temporary cessation of local effort to organize in steel, but an important step had been taken: the foundation for later organizational development had been laid.

The second incident was the fall of NRA. Coincident with the annulment of this act, was the company union movement. In the steel industry company unions became active. Carnegie-Illinois plants established elaborate representative plans as did the American Steel Foundries, the duPont Co., the American Bridge Co. and the Universal Atlas Cement Co. Many other of the workers' groups soon became company unions, the representatives of which could present grievances and requests to the management. Late in 1935 a tendency developed among the company unions to present real demands such as increased wages and vacations with pay. Some of these demands were refused and again in 1936 company union elections were being held on the basis of affiliation with the American Federation of Labor.

While this transition was going on locally, there were several developments in the national scene that were to reverberate in the Calumet. The first was the passage of the National Labor Relations Act in July, 1935, granting the right of collective bargaining and forbidding domination or interference with formation or administration of any labor organization. The latter article put an abrupt end to virtually all company unions in the region. The former renewed the desire for collective bargaining in the steel industry.

Meanwhile a minority group of the American Federation of Labor, under John L. Lewis, had become convinced of the need for a steel union based on the vertical plan of organizing. This group also felt that much of the weakness of the 1919 strike had resulted from lack of funds, an insufficient number of organizers, the inability of the leaders to keep the men hopeful and encouraged, and the failure of labor to explain its peaceful and reasonable purposes to the general public. All these defects would be remedied, they felt, by an army of trained organizers and a strong central organization, financed by powerful unions.

The Committee for Industrial Organization and the Steel Workers' Organizing Committee, were formed by Lewis and the minority group. By the autumn of 1936 SWOC organizers were in the Calumet Region; by the next spring a miracle had happened. The United States Steel Corporation had peaceably, even graciously, signed an agreement with the new union. That vast industrial leviathan, owned by 200,000 people and guided by almost none of them, now found itself embarking upon a new course.

According to corporation spokesmen the terms of the agreement merely ratified conditions already existing in the mills; CIO officials and workers claimed that they were a definite victory. The most important items of the pact were a minimum of $5 for an eight-hour day for the lowest paid workers; a forty-hour week with extra pay for overtime; and two week's vacation yearly with pay.

Although the story of the split between the American Federation of Labor and the CIO belongs to Labor history as a whole, there were repercussions in the Calumet that are of interest.

In December of 1936 two steel workers groups asked for admission to the Central Labor Union but were refused. The policy up to this time had been one of compromise—a continuance of working relations but no admission of suspended unions. In July, 1937, the State Federation of Labor and the American Federation of Labor simultaneously directed suspension of CIO unions. It was just at that time the oil workers, who had been organized by the Lake County Central Union, became affiliated with the CIO, causing open resentment on the part of the craft unions.

During the process of organization of a local in the Graver Tank Company by CIO, the American Federation of Labor secured a contract with the company. An attempt to execute a similar coup in the Shell Refinery failed. Here an election resulted in a victory for the CIO.

During the construction of the Sinclair Refinery a conflict developed between the oil workers (CIO) and the building trades. Oil workers contended that their contract gave them the right to do this work; the building trades began picketing the plant. Construction was stopped by the management until a compromise—both unions would be employed, building trade rates would be paid—was effected.

Although there has been no outward major break, relations have been strained. Marking time, the craft-unions have restrained their interest in the organization of the mass-production industries. Exceptions have been the boilermakers, engineers, and iron workers, who have secured some contracts. The craft-unions have given their attention to the smaller industries; they have a large membership in the Union Drawn Steel plant and in the Standard Steel Spring plant. Their chief drive has been among the teachers in Hammond, Gary, and East Chicago, where strong locals have been formed. Bartenders and musicians unions have been very active.

In contrast to the American Federation of Labor, CIO's achievement in "Big Steel"—momentous from the CIO point of view—paved the way for CIO contracts in other mass-production industries. Oil, textile, auto and others, including the General American Tank Car Co., East Chicago, are now organized and many plants have signed agreements with the CIO. The Sinclair Oil Refinery contract is the only national oil contract in effect in the region, but there are local CIO contracts with Shell, Wadham, and Empire. The CIO claims 85 per cent of the employees in these refineries.

As a result of the Wagner Labor Relations Act, the SWOC unions attempted to secure contracts with Inland Steel and Youngstown Sheet and Tube Company. The basic question was whether the managements would sign the contracts submitted by SWOC representative.

*"Steel Harbor"*

*White Hot Steel Ingot Being Rolled into Blocks in Inland Steel Co.*

According to SWOC, the managements refused "to sign" or to bargain with the union even if a majority of total employment could be proven union members. Some contended, that the refusal of "Little Steel" was based largely on its open-shop pride, partly on its fear that the new unions were not responsible; the management claimed that its labor policy was admittedly satisfactory to SWOC. A notable break in peaceable collective bargaining occurred in June, 1937, when a national strike was called in the plant of Inland Steel, Youngstown Sheet and Tube, and Republic Steel.

The Inland and Youngstown plants in East Chicago closed down entirely, although peaceful conditions prevailed. The Gary plant of Republic Steel was unaffected. Frequent plans for resumption of operations in spite of the strike, and requests for aid from state militia or from the sheriff, marked the period. Upon one rumor that Youngstown would reopen, a mass picket line of 4,000 people was established, but no back-to-work movement materialized. During the early part of the strike the SWOC unions gained greatly in membership, but subsequently there was a shift toward the independent unions.

When tension and conflict approached the danger point (Inland had announced that the plant would reopen), Gov. Clifford Townsend attracted national attention by a clever stroke of industrial statesmanship. Operating through the Labor Division of the Indiana Department of Commerce and Industry, Townsend induced each party to the conflict to meet with him at different hours in Indianapolis. At its meeting with the governor, the Inland management submitted its labor policy to him and later wrote him that it would continue to observe this policy. SWOC submitted a written statement to the Governor. SWOC accepted this arrangement upon which to resume work.

However, the SWOC union relations in this plant have not been as successful as in other plants in the region. The SWOC organizers in June, 1937, claimed 7,500 members, well over half of the total employment. Twelve hundred of this number were challenged by the management leaving 6,300 memberships out of 12,500 employees. The case, Steel Workers Organizing Committee versus Inland Steel, was taken to the National Labor Relations Board. On November 12, 1938, the Board handed down a decision upholding the charges of the SWOC that Inland Steel had refused to bargain with its employees collectively and therefore was conducting unfair labor practices under Section 8 (1), (2), and (5) and Section 2 (6) and (7) of the National Labor Relations Act. The Board ordered Inland Steel to cease and desist from refusing to bargain collectively with the SWOC; from dominating and contributing to the support of company-inspired Steel Workers Independent Union, Inc., and from interfering with the rights of employees to join a union and bargain collectively. It further ordered the company to withdraw all recognition from the company union and to bargain collectively with the SWOC.

On January 4, 1939, Inland filed in the Circuit Court of Appeals for the seventh district petition to review and set aside the order of the Labor Relations Board. The printed record of the case is now (June, 1939) being prepared, and the Circuit Court of Appeals will hear the case in the fall.

Likewise, Governor Townsend soon announced a settlement between the Youngstown, East Chicago plant, and the union through a statement of management policy agreeable to the union. Pickets had been withdrawn when word came from the Youngstown, Ohio plant that no agreement had been signed. Confirmation and denials followed; picket lines were organized and disbanded. The local plant finally reopened July 13, 1937 with all employees returning and both sides claiming a victory. As Inland did, the Youngstown management denied signing an agreement. It is thought this company also set forth labor policies in a letter to Governor Townsend which he and the union considered acceptable. The independent unions claim a membership of close to ninety per cent of the total employment. The final result awaits the decision of the Circuit Court of Appeals.

How do the people of the Calumet Region feel about this great transformation of 1936-37? "Big Steel" itself seems serenely undisturbed. Never malevolent toward its employees (even in its bitterest open-shop days it was paternalistically kind), it goes on improving its safety devices; providing vocational training for its workers; conferring upon them numerous benefits not demanded by the union agreement; paying higher wages without any outward complaint.

The psychological effect of "these agreements" between labor and management was immediate and unmistakable; it did away with the immediate fear of a strike, and protected labor, public, and employers alike from most of the risks of industrial readjustment. The existence of mass-production unions has stimulated the growth of craft unionism in the same area.

Perhaps the group that is most disturbed by recent events is the professional and retail business class. Their uneasiness is not a result of hostility toward labor; but rather from an uncertainty as to the "sticking power" of CIO. Although the Carnegie-Illinois Steel Corporation renewed its contract with CIO for the year 1939, the CIO leaders began early in the year to conduct a campaign for a closed shop. The Carnegie-Illinois contract provides for the CIO as the bargaining agency for its members only. What the outcome of the struggle for this additional demand will be, only the future can tell.

## TRANSPORTATION

### *Waterways*

In one prehistoric period, the entire Calumet Region was covered by the glacial Lake Chicago. With the recession of this lake and the formation, centuries ago, of Lake Michigan, the region was given a crescent-shaped coast line on the second largest of the Great Lakes. As late as 1821, however, an historian said of this southern shore line:

> It is yet somewhat problematical whether a safe and permanent harbor can be constructed by any effort of human ingenuity, upon the bleak and naked shores . . . exposed as they are to the most furious tempests. So problematical it seemed at that time that it was suggested that the Calumet River be turned into the Chicago River, and that islands be constructed offshore for warehouses, connected by bridges. Other early travelers and engineers reported that improvements were practically impossible on the southern shores of Lake Michigan.

At how early a time Lake Michigan was used by the French *voyageurs* and the Indians is not known. J. Nicolet, French explorer, is credited with discovering Lake Michigan in 1634 and Nicholas Perrot, agent for the intendant of Canada, with exploring the lake to its southern termination in 1671. La Salle and his companions in the same century crossed from the west coast of the lake to the mouth of the St. Joseph River, skirting the shore of the Calumet Region; and Marquette in 1675 journeyed around Lake Michigan's southern shore in a canoe. All of these found the Indian traversing Lake Michigan and the streams which flowed into it.

Both light and heavy craft were used by the explorers and Indians, some of them constructed of birch bark and others hollowed out of trees, large enough to carry two or three persons and baggage. Upon the advent of the French trader and trapper the *pirogue* came into use. This was a boat 40 to 50 feet long and very narrow, but capable of accommodating a family and its household goods. In these boats, the *coureurs de bois* and Indians traversed Lake Michigan, sometimes making use of sails. They hugged the shores closely, at times "sweeping up to a trading post in flotillas of 80 or 90." These boats offered the only means of travel to the Calumet Region for many years.

Lake Michigan is 307 miles long and 118 miles wide. It is connected with Lake Superior by the Soo, with Lake Huron by the Straits of Mackinac. From Huron the course to the Atlantic is open by way of Lakes Erie and Ontario, the St. Lawrence River and the Gulf of St. Lawrence. It is the only one of the Great Lakes over which the United States has full jurisdiction.

As early as 1783, George Washington saw the possibility of a great chain of waterways by way of the lake region, from the Atlantic Ocean to the Mississippi River. In 1826 the first steamer rode the waters of Lake Michigan, but it was 1834 before a steamboat, the *Michigan,* penetrated as far south as Chicago. The first work of improving the Chicago harbor by the United States Government had been started the year previous. In 1847 the River and Harbor Convention was held in Chicago to provide for the improvements of all ports on Lake Michigan, and in 1870 work was begun on a harbor at the west mouth of the Calumet River, now 12½ miles south of the mouth of the Chicago River and slightly more than a mile west of the Indiana-Illinois state line. (The Calumet River formerly turned south before debouching into Lake Michigan, its outlet being about 3,200 feet south of its present site.) The Calumet River for five and one-half miles inland was dredged and widened. However, the beginning of the twentieth century found the Lake Michigan coast line in northwest Indiana without a harbor; industrialization of the region was rapidly increasing.

For many years leading citizens of East Chicago had dreamed of building a harbor and canal system, connecting Lake Michigan with the Grand Calumet River. Corporate ownership of the lands involved underwent many changes during this time, and although the harbor had been dredged and a part of the canal had been cut, the project was not finished until the United States Government assumed jurisdiction in 1901. The Indiana Harbor and Ship Canal played an important part in the industrial development of this area; in fact, it was during the construction period of the harbor and canal that several large companies decided to locate plants there.

Completed in 1903, the harbor at Indiana Harbor is joined to the Grand Calumet River by a canal which, from its harbor end between filled land occupied by the Youngstown Sheet and Tube Company on one side and the Inland Steel Company on the other, extends inland slightly more than two miles to the Forks. From the Forks, two branches lead off, one in a westerly course for about a mile, the other in a southerly course for two miles. The main canal and the westerly or Lake George branch have been improved to a depth of 22 feet for a bottom width which is generally 160 feet. The southerly branch of the canal joins the Grand Calumet River about one-half mile beyond Chicago Avenue. The main channel and the westerly course are maintained by the United States Government, and the head of navigation is on the westerly branch at White Oak Avenue.

Coincident with the founding of Gary in 1906 a second harbor in the Calumet Region on the Lake Michigan coast line, Gary harbor, was erected to accommodate the Gary Works of the United States Steel Corporation. Piers, 248 feet apart, extending 2,000 feet into the lake, and a breakwater extending 3,200 feet north and northeast were constructed. This channel is 22½ feet deep.

A third harbor was built on the Calumet Region coast line in 1925. Four and one-half miles northwest of Gary, but within Gary City limits, the Portland Atlas Cement Company, United States Steel subsidiary, erected Buffington Harbor.

In 1936, after a Congressional appropriation of $2,814,000, work was started on extending the navigability of the Calumet River from Indiana Harbor through East Chicago and Hammond, and connecting with a new harbor (Lake Calumet Harbor, construction of which was started in 1938). This work includes the dredging of Lake Calumet for a barge terminal, the construction of a connection between Lake Calumet and Lake Michigan, and the widening of the Little Calumet River and the Sag Canal. (The Calumet Sag Canal was constructed by the Chicago Sanitary District in 1931 to connect the Chicago Sanitary and Ship Canal, also known as the Chicago Drainage Canal, at Lemont, Illinois, with the Little Calumet River.) In 1937 the Government authorized the dredging and widening of the Indiana Harbor canal. Also, the Grand Calumet River in its East Chicago and Hammond channels is to be widened, straightened, and deepened. When the link is completed, the Calumet Region will be connected with the Gulf of Mexico via the Mississippi River System. Lake freighters and river barges will be accommodated from Indiana Harbor through the canal, the Grand Calumet, the Little Calumet, thence through the Calumet Sag channel to the Des Plaines River (Chicago Sanitary and Ship Canal), and Illinois River, which empties into the Mississippi River.

The Calumet River, with its two parts, is "peculiar in the direction of its flow, its low banks, the sluggish motion of its current, and its possession of two mouths." Originally the river rose on the west side of LaPorte County and ran west almost parallel with the Lake Michigan shoreline through Porter and Lake counties and into Illinois. There a part of it emptied into Lake Michigan 13 miles southeast of today's Chicago harbor; the other part returned directly east, parallel with its former course, and only three or four miles north of it, and emptied into the lake slightly east of the extreme southern bend, now a part of Gary. Tradition has it that the channel which passes between Calumet Lake and Wolf Lake to connect with the river proper, four miles northwest of the center of Hammond, was opened by Indians about 1810 by pushing their canoes on one line through the marshes until a permanent outlet was formed. In the late 1830's and early 1840's, the Little Calumet and Deep River, a stream southeast of Gary, were used as a waterway for small craft between the region and Blue Island, Illinois, and Michigan City, Indiana. To reach the latter city, a portage of four miles from the Little Calumet to Trail Creek was necessary.

Today that portion of the river flowing through the Gary property of the United States Steel Corporation has been artificially straightened. The course of the river at the east mouth has been changed, and the mouth has receded to a lagoon in Marquette Park, Gary.

Burns Ditch, a recently constructed canal, begins at Deep River and runs northeast along the course of the Little Calumet. Twelve and a half miles east of the center of Gary, Burns Ditch leaves the Little Calumet to turn north into Lake Michigan. This canal, named for Randall W. Burns, owner in 1906 of 1,200 acres of marshland in the southeastern part of what was to become Gary, was built by Porter and Lake Counties. Burns originated the idea of reclaiming the Pontine-like marshes (20,000 acres) of the region. Long drawn-out litigation, phases of it reaching the United States Supreme Court, delayed the actual construction of the canal until 1924. The main channel, one and one-eighth miles long, is 70 feet wide at the bottom and 130 to 300 feet at the top. It has been proposed to develop a public harbor at the mouth of Burns Ditch and to connect the Little Calumet with the Grand Calumet west of Gary.

The Grand Calumet and the Little Calumet rivers, through their connections with the harbors and canals of this region, have become a part of the Great Lakes-to-Gulf-of-Mexico Waterways Project. The four harbors of the Calumet area, to which come boats from all parts of the world, are among the busiest on Lake Michigan, their aggregate tonnage comparing favorably with that of any other harbor in the Great Lakes.

All the harbors and waterways of this region are under the jurisdiction of the Interstate Port Authority of Illinois and Indiana.

### *Highways*

High roads of commerce in the Calumet Region follow or run hard by trails that are "nobody knows how old." Indians, although they were not road-builders, possessed an instinct for traveling in the safest and most direct paths, and the old traces and trails were found in some instances to be better routes than those proposed by engineers.

The area's first road of importance, known as the Lake Shore Road, followed a long Indian trail originating at Green Bay, Wisconsin, and passed down the western shore of Lake Michigan and on to Detroit by way of Michigan City. It later became known as the Fort Dearborn-Detroit Road. Indians had filed over it for centuries; French explorers had used it; French, English, and American troops moved over it, and it was early a post road between Chicago and Detroit. However, it was described, as late as 1820, as a "plain horse path."

In 1820 the Federal Government obtained, by treaty with the Indians, the right to construct a road through the area. In 1824, $10,000 was appropriated, and the survey started in 1826. Surveyors wanted to straighten and shorten the route, but soon discovered the Indians had been wise in going around the marshes and had found the shallowest places for fording streams. The route decided upon followed the Indian trail.

When the new road was finally completed in 1833, travelers found it slow and hazardous; they often were forced to leave their coaches or wagons outside Michigan City and continue on horseback. There were great stretches of black mud in Michigan and deep beds of sand along the lake shore. One writer said so many vehicles had been abandoned along the road that it resembled the path of a retreating army. Fords were dangerous. One of the most difficult of these was at the mouth of the Calumet River, where travelers unfamiliar with the approaches to a large sandbar frequently got into trouble. A route farther from the lake shore, through Baileytown, became popular; this course later was to become a part of the Dunes Highway.

The Sauk Trail was a part of the transcontinental Indian route, running through the present towns of Niles, Michigan; Westville, Indiana; Merrillville, Indiana; Schererville, Indiana; Joliet, Illinois; and on to Omaha, Nebraska, where it divided, one section running southeast and the other northwest. Over it, from Illinois and Wisconsin to Detroit, the western tribes passed annually to receive annuities from the English for their services in the Revolutionary War and the War of 1812. This annual march of men, women, and children, with their ponies, dogs and all other tribal properties, beat a good path that drew more and more white travellers. In 1834 it took the name of the Joliet Road and afterwards was called the Main Road.

It was this trail that Carl Fisher, of Indianapolis, later promoted as the Lincoln Highway. Soon after passage of a Federal road aid bill in 1921, the Lincoln Highway Association appealed to the United States Rubber Company for financial aid in constructing a model section on this route in the Calumet. The company contributed $120,000, the State contributed $330,000, and the county, $25,000; work was started on a stretch from Dyer, Indiana, to Schererville, Indiana, about three miles. On the committee in charge were some of the country's leading highway engineers. The concrete road, 40 feet wide, 10 inches thick, and reinforced with 80 pounds of steel to the 100 square feet, was completed in 1923. The tree-lined roadside was beautifully landscaped, and floodlights play over the entire course at night.

Under the Government's guidance, steps had been taken in 1919 to improve the road which ran along the lake shore. The survey followed the old Detroit State Road, and became known as the Dunes Highway, 25 miles long and 20 feet wide. The road extended from Gary to Michigan City, through a section rich in historical interest and possessing a variety of beautiful scenery.

The interest thus stimulated by the building of these two routes hastened Government construction of the Lincoln Highway, US 30; the Dunes Highway, US 12; Ridge Road, US 6; the Florida-Canadian, US 41; and later a four lane highway south of Dunes Highway, US 20. All are part of, or important links in, the United States Highway system.

In order to meet the demands of modern highway transportation, growth of traffic, and increased speed of automobiles, the Indiana State Highway Commission formulated an extensive program of development, which included widening and straightening of routes, construction of viaducts and building of more roads. US 12 was one of the first to receive the commission's attention. Extending along the lake shore from Gary to Chicago, it ran through a heavily industrialized area, and received large streams of traffic from US 20 and US 41. The route was circuitous and had many treacherous grade crossings. It was widened from 20 to 40 feet between Gary and East Chicago, a particularly congested section, three dangerous curves were eliminated, three-quarters of a mile of a new section constructed, a bridge built over the Grand Calumet, and a viaduct built over the Pennsylvania and Wabash Railroad tracks in Gary. This work was completed in 1937 at a cost of $1,500,000.

The commission's program also included the paving of 13.65 miles of road from Deep River to US 41; paving of three miles from US 30, northeast of Dyer, to State 152, at Crown Point; extension of Calumet Avenue from US 41 to Lincoln Highway to provide a direct route to Hammond; extension of US 12 through Gary on Fourth Avenue as a four-lane highway; elevation of US 41 over freight yards at Hammond (Forsyth Viaduct); and construction of a 3,200 foot bridge over 60 railroad tracks and several other viaducts.

The 13-mile section of Lincoln Highway, now routed a mile south of the old Lincoln Highway, from Deep River to US 41 has several experimental features. Right and left lanes have been divided by a parkway, each pavement being 22 feet wide, the route was laid out to avoid towns and at passage over the Pennsylvania and Erie tracks, raised sidewalks, with rail guards, have been provided for pedestrians. The road was the first of the kind in Indiana.

On US 20, from the Michigan Central Railroad to the cutoff to the old Dunes Highway, an experiment in lighting is being conducted. New-type sodium vapor lights, have been installed at 24-foot intervals by the Northern Indiana Public Service Company. Each light has an intensity of 10,000 lumens, enables a driver to see 2,000 ft. ahead under normal conditions and will penetrate fog, rain and snow.

The program of extension and improvement continues in this area where trails and traces ran centuries ago. It is a flexible one, intended to keep pace with increasing traffic and greater speed, and to establish the best standards for safety.

### *Railroads*

The history of railroads in the Calumet Region might be said to have started with the granting of a charter by the territorial legislature of Michigan for the construction of a railway from Toledo to the Kalamazoo River. Six years later this road, known as the Erie & Kalamazoo Railroad, with its wood-burning engines distinguished by giant stacks, started operating over tracks which were flat bars of iron, laid on long timbers. Fuel was obtained from the forests through which it ran, and water for the tank was taken from a ditch alongside the right-of-way.

In 1838 a group of Detroit business men took over this enterprise and, under State supervision, pushed the road to Ypsilanti. Financial difficulties halted the Detroiters at this point, and the State of Michigan continued construction, extending the road by 1843 to Hillsdale, which town remained the western terminus until 1846. That year a group of capitalists purchased the line, with the intention of building through to Chicago. To this end they re-incorporated as the Michigan Central and pushed construction westward with such vigor that Chicago was reached in 1852. This was the first railroad to cross the Calumet Region.

The promoters of the railway gave scant attention to the country through which they built. Population was sparce and freight of local origin practically non-existant. Thus it is not surprising that only one station was established by the Michigan Central in the Calumet area. This was known as Lake and was near the town of Liverpool, lying east of what afterwards became the city of Gary. A two-story frame building was erected for the reception of freight and the accommodation of passengers. Around it there grew a small town, with a "hotel" and primitive trading facilities. Also, communication was established with Crown Point, the county seat twelve miles to the south, a stage line conveying passengers and mail between the two points.

This period in history was marked by railway construction in all the more settled parts of the United States. The plans of the Michigan Central had no more than been made public than it was announced that a new line to be known as the Michigan Southern would parallel it into Chicago. The eastern terminus was to be Monroe, Michigan, and the route westward lay through Petersburg, Adrian, Hillsdale, and Coldwater. From this last named point, the road followed closely the right-of-way of the Michigan Central into Porter County, Indiana. Striking west and north around the southern shore of Lake Michigan, its route lay through what afterwards became Millers Station, Gary, and Whiting, and thence into Chicago. A few months after the completion of the Michigan Central, the Michigan Southern reached its western terminus.

Two years after completion of the Southern saw construction of the "Joliet Cut-off," a line which extended from Joliet, Illinois, through Dyer, Griffith, Liverpool, and Lake Station, Indiana, to a connection with the Michigan Central in Porter County, and exerted a marked influence on the rural development of the locality. The station set up at Dyer became a distributing point for freight consigned to the southern and western portion of the Calumet Region and a shipping point for produce of all descriptions raised in that area.

The results of this traffic soon became manifest. Dressed lumber came in over the cut-off, and the log cabins of the pioneers began to give way to frame houses. Factory-made furniture and musical instruments were to be found in the homes of prosperous farmers. Their families no longer dressed in homespun but availed themselves of store goods from Chicago or, possibly, from the shops of Dyer and other trading centers. Horses replaced oxen in the fields and on the roads. Instead of the crude farming implements the settlers had brought from the east, reapers, improved plows, and farm wagons now came into use.

The Michigan Central and the Michigan Southern were eventually absorbed by the Vanderbilt interests, and became the western antennae of the New York Central System.

In 1848 the first link of today's Pennsylvania System, the Ohio & Pennsylvania was constructed from Mansfield, Ohio, eastward to Pittsburgh, Pennsylvania. Two years later an independent company, the Ohio & Indiana, started building westward, from Mansfield to Fort Wayne, Indiana. Still another company, the Fort Wayne & Chicago, began laying rails in 1852 from Fort Wayne to Chicago.

The Fort Wayne & Chicago line had reached Columbia City, Indiana in 1858, when financial difficulties beset it. About this time, the Ohio & Pennsylvania absorbed the Ohio & Indiana, thus acquiring an entrance into Fort Wayne. Then it took over the uncompleted Fort Wayne & Chicago, with the intention of completing construction, which would provide a direct line from Pittsburgh to Chicago. For this purpose, the enterprise was re-incorporated, the new company being known as the Pittsburgh, Fort Wayne & Chicago.

The company pushed rapidly westward to Plymouth, Indiana, but there it encountered another road just under construction, which called itself the Cincinnati & Chicago. The two companies discovered mutual interests, and the Cincinnati & Chicago disappeared within the folds of the Pittsburgh, Fort Wayne & Chicago. This deal enabled the latter road to make its advent into Chicago in 1858, the same year in which the undertaking had been started.

Through traffic was now established between Chicago and Pittsburgh. In northern Indiana, the new system traversed what afterwards became Whiting and East Chicago. A few miles farther east, it passed through a place called Tolleston, now a part of Gary, and then through the town of Hobart. This community, lying on the edge of the Calumet Region, was the first settlement in the area to profit by the new railway construction. Surrounding Hobart was considerable farming territory and within the town were a saw mill and a grist mill to which were now added a brick kiln, a terra cotta plant, and a lumber mill.

Although the Civil War practically suspended railroad construction, in 1863, the Great Eastern Railway Company was organized to build a road from Logansport, Indiana, to Chicago. This line, subsequently known as the "Panhandle," was routed from Logansport through La Crosse, Crown Point, Hartsdale, and Maynard into Chicago. It no longer appears as a railway entity, having been absorbed into the Pennsylvania System.

Eleven years later, in 1874, the railway facilities of the region were greatly augmented by the arrival of the Baltimore & Ohio, and the middle west was afforded a new trunk-line connection with the Atlantic seaboard, the termini being Baltimore and Chicago. The Baltimore & Ohio entered the Calumet Region as a parallel line to the Michigan Southern. From Millers Station, which it established on the south shore of Lake Michigan, it passed westward into Chicago, keeping close to the shoreline. Millers Station (now a part of Gary) provided some local freighting business, the inhabitants of the region capitalizing on the dunes that surrounded them and shipping sand into Chicago, where it was in demand for building purposes. In the winter, ice was harvested on the lake front, the market again being Chicago.

The next major railway construction in the Calumet Region came six years later, when the Chicago & Grand Trunk began operations. From a terminus on the Indiana-Michigan state line, this road ran to South Bend, Indiana, thence westward to Valparaiso, Indiana, and from Valparaiso into Chicago by way of Griffith, Indiana. Twenty years later, in 1900, having defaulted on its bonds, the company was reorganized as the Grand Trunk Western Railway. In 1928, there was a consolidation of subsidiary lines, and the title then became the Grand Trunk Western Railroad. The principal service of this line to the country through which it passed was the establishment of milk stations along its route. Interest in dairying increased in consequence.

The year 1882 witnessed the construction of three trunk lines across the Calumet Region, all of them bound for Chicago, which today are known as the Nickel Plate, the Erie, and the Monon. Like practically every other railroad, the Monon today is the outgrowth of a number of consolidations, the most important of which took place in 1881, when the Louisville, New Albany & Chicago was organized. The construction work necessary to link the several members of the system was completed January 8, 1882, and on that date the first train over that road rolled into Chicago. The following year the Monon opened in Hammond, which had been designated as a division point and at which classification yards and a roundhouse had been erected, what was then the finest station in northern Indiana. As the Louisville, New Albany & Chicago the company remained until 1897, when the present corporate name, the Chicago, Indianapolis & Louisville Railway Company, was adopted.

In 1881 and 1882 the Nickle Plate System constructed under an Indiana State charter a line from the Indiana-Ohio boundary, passing through Knox, Valparaiso, Hobart, and Hammond, Indiana, into Chicago, arriving at that city on October 22, 1882, a few months earlier than did the Monon. Previous to 1882, this company had undergone a series of physical and corporate changes, changes which continued until 1923, when a final consolidation established the company as it is today (1938). The Nickle Plate, whose corporate name is the New York, Chicago & St. Louis Railroad Company, owns and operates among other properties, a continuous line of road from Buffalo, New York, to Chicago. Eastern connections provide outlets to the Atlantic seaboard.

The corporate name of the Erie System as it affects the Calumet Region is the Chicago & Erie Railroad Company, owned wholly by the Erie Railroad Company, the chief offices of which are in Cleveland, Ohio. The history of this company dates from 1871, when the Chicago Continental & Baltimore was incorporated in Indiana for the purpose of constructing across the northern tier of counties a railway from the Indiana-Illinois boundary to the Ohio-Indiana boundary. Two years later the company changed its name to the Chicago & Atlantic. A series of corporate maneuvers and consolidations followed. By the latter part of 1882, the Chicago & Atlantic had completed construction from Marion, Indiana, to Hammond, Indiana. Entrance into Chicago was effected through an arrangement with the Chicago & Western Indiana. Service into Chicago was opened in June, 1883. In 1890, the Chicago and Erie acquired the assets of the Chicago & Atlantic. The eastern terminus of the system is Jersey City.

In 1895 the Wabash Railroad Company, as the successor of the Montpelier & Chicago, an Indiana corporation chartered in 1890, completed the construction of a trunk line from Montpelier, Ohio, to Clark Junction, in Lake County, Indiana. Here connection was made with the tracks of the Baltimore & Ohio under the terms of a contract to run 99 years, and entrance to Chicago thus gained. The Wabash Railway Company, the present operating corporation, succeeded to the interests of the older company through foreclosure proceedings in 1915.

The last trunk line to build across the Calumet Region, the Chicago & Cincinnati, was chartered by Indiana in 1902 to build a line from North

Judson, in Starke County, Indiana, to Hammond. Quite soon thereafter, the Chicago & Cincinnati was absorbed by the Cincinnati, Richmond & Muncie, which in its turn (1903) was taken over by the Chicago, Cincinnati & Louisville, which road completed construction into Hammond on April 7, 1907. From Hammond, Chicago was entered under trackage arrangements with other carriers.

On July 5, 1910, the Chesapeake & Ohio took over the properties of the Chicago, Cincinnati & Louisville, and has since operated them, subject to minor corporate changes in title. It calls itself in its promotional literature "the George Washington railroad," inasmuch as it follows the route conceived by Washington for a main artery of transportation between the east and the west.

One other important system, the Pere Marquette, whose headquarters are in Detroit, touches the Calumet Region in its eastern stretches, having a terminus at Porter, Indiana, and crosses the region into Chicago through trackage arrangements with other carriers. Its history goes back to the incorporation of the Chicago & Michigan Lake Shore, in 1869. The consolidation which resulted in the formation of the Pere Marquette was the outcome of many reorganizations and was effected in 1899. There were further corporate changes in 1907 and 1917, but since the latter date the properties which for the most part lie in Michigan, with a terminus at Detroit, have been operated by the Pere Marquette Railway Company. The company's train service into Chicago started in December, 1903.

The phenomenal growth of Chicago as an industrial and commercial center and its rapid increase in population were the motives back of the extraordinary activity in railway construction to this city. In turn the network of trunk line railways across northwest Indiana greatly influenced the growth of the industrial cities of the Calumet Region. As the Calumet Region developed, it became necessary to co-ordinate the services of these systems, to provide for the interchange of carload traffic, traffic to be routed south, west, or north, without unloading at Chicago terminals. The result was the construction of a series of belt-line railways, almost encircling the city.

The first of these was the Elgin, Joliet & Eastern, which became the property of the United States Steel Corporation and served its plants at Gary, South Chicago, Joliet, and elsewhere in the Chicago area. This road was followed by the Chicago & Terminal Railroad which belt line lay inside the circuit of the earlier road and more nearly completed the circling of Chicago. It had its northern terminal at Mayfair, and ran through Blue Island to Indiana Harbor. The Indiana Harbor Belt grew out of the special need of the Inland Steel Company at Indiana Harbor for switching services. The line rapidly extended its facilities, and later was purchased by the New York Central interests, who have developed it until today it is a major factor in beltline service in the Calumet Region. The Baltimore & Ohio followed the lead of the New York Central in acquiring belt-line trackage, taking over the Chicago & Terminal. This is now operated in conjunction with its main-line facilities under the title, Baltimore & Ohio Chicago Terminal.

Coincident with the establishment of the great plant of the United States Steel Corporation at Gary, the Elgin, Joliet & Eastern, now a subsidiary of United States Steel, acquired the trackage of the Chicago, Lake Shore & Eastern, thus giving it an unbroken line around Chicago. At the same time, there was established at Gary the great Kirk classification yard, from which is routed over the Elgin, Joliet & Eastern all the traffic originating in the Gary works.

Another phase of regional transportation is the local passenger services, electric railways (street cars), motor coaches (buses), and interurbans.

The first franchise for local passenger transportation in the county was granted in 1866 by the City of Hammond to the Hammond Horse and Steam Dummy Street Railway Company. This franchise to operate cars on tracks in the streets by means of electricity, horses, or steam dummy provided that no car should be operated at a speed of more than eight miles per hour. It was to expire at the end of two years if no tracks were laid.

No construction was undertaken under this first franchise. On April 18, 1892, another franchise was granted to the Hammond Electric Railway Company. First cars were run in that year. The new company was authorized to operate an electric railway about two miles long on Hohman avenue, the main street of Hammond. The ordinance provided that the company could use animal power only if the electric cars broke down and then for only thirty days. In 1893 this franchise was sold to the Hammond, Whiting and East Chicago Railway Company. Successive extensions included a line on Indianapolis Boulevard from Whiting to the State Line where a connection was made with the Chicago system, on March 12, 1894; the connection of the existing tracks in Hammond to the route operating between the State Line and Whiting, June 18, 1895; the construction of a second track on Hohman and Sheffield Avenues between the Hammond city tracks and the State Line-Whiting tracks, September 17, 1895, construction of a line on Hoffman Street and one on

150th Street (this latter line was extended to East Chicago and Indiana Harbor), February 4, 1896; and a line on Conkey and Morton Streets to serve the Standard Steel Car Company plant. By 1896 the original Hammond city route had been extended to the Illinois line at Robey, from there to Whiting and East Chicago, and from Hammond to East Chicago; later a further extension was made from East Chicago to Indiana Harbor. At the high point of development there were 26 route miles of track in use.

These lines continued to be operated by the Hammond, Whiting and East Chicago Street Railway Company until June 15, 1921, when they were surrendered and indeterminate permits were issued by the Public Service Commission asking permission to abandon all of the lines. An abandonment order was approved by the Commission on May 22, 1931, and the cities of Hammond, Whiting, and East Chicago were in imminent danger of losing their electric street railway service.

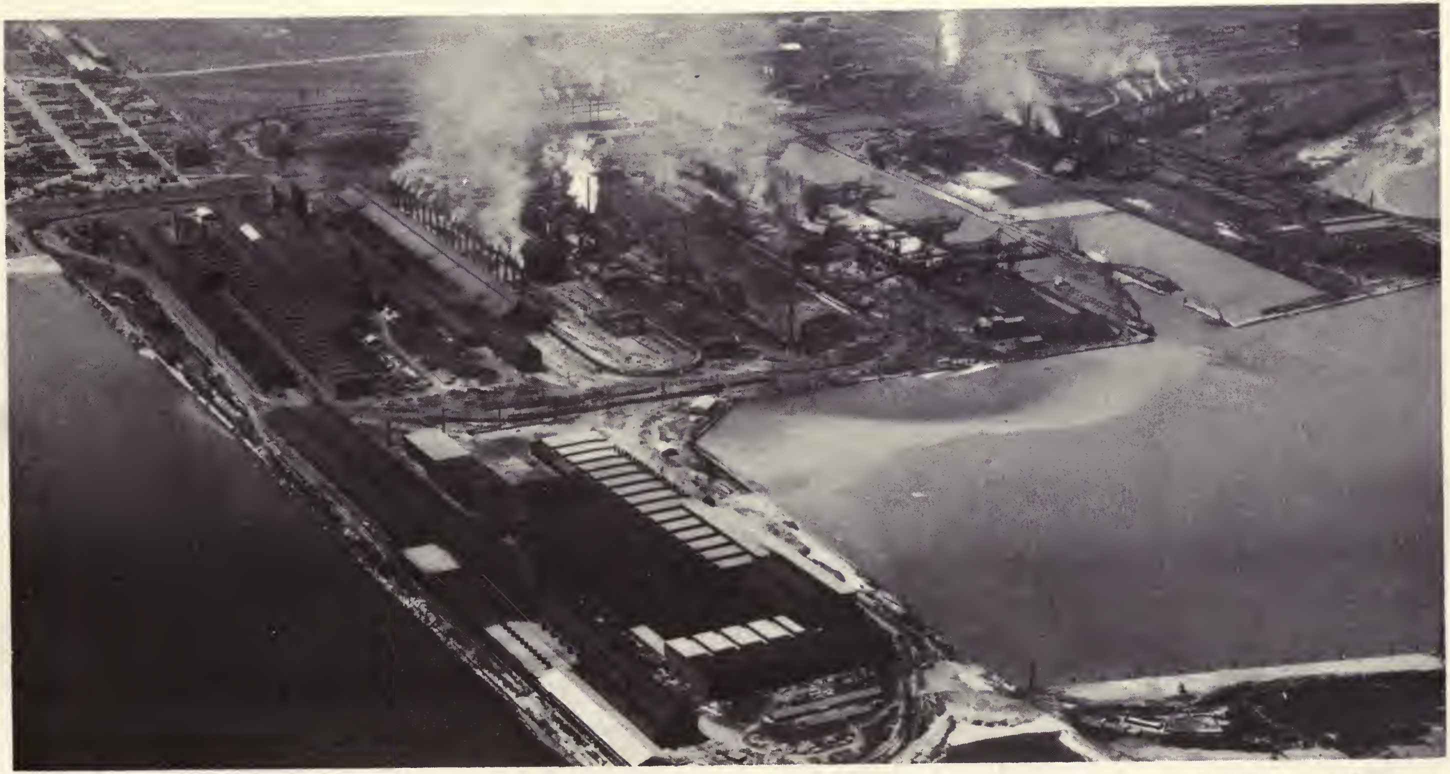
On September 25, 1931, the Chicago & Calumet District Transit Company, Inc., purchased the lines and has since operated all except the 9-mile line between Hammond and East Chicago and Indiana Harbor, which was abandoned January 16, 1934.

In 1932 the Chicago and Calumet District Transit Company, Inc., purchased the Gary Railways Company, thus bringing under a single management all local transportation in the industrial cities of Lake County.

In 1924, motor bus service had begun in Hammond when Harold E. Miner obtained a franchise from the city authorizing the first operation of a regular motor coach service in that municipality. Mr. Miner later incorporated under the name of Calumet Motor Coach Company, to whom this franchise was then assigned. Other bus lines started about the same time, among them being the Farina Bus Line, Twin City Bus Line, Red Line, and Shore Line Motor Coach Company. Gradually the Shore Line Motor Coach Company purchased all of the existing motor coach companies operating in the Calumet Region except the Midwest Motor Coach Company, which operated independently for some years. On October 1, 1931, the Chicago & Calumet District Transit Co. acquired the existing rail lines of the Calumet Railways Company together with the motor coach rights owned by the Shore Line Motor Coach Company and the Midwest Motor Coach Company.

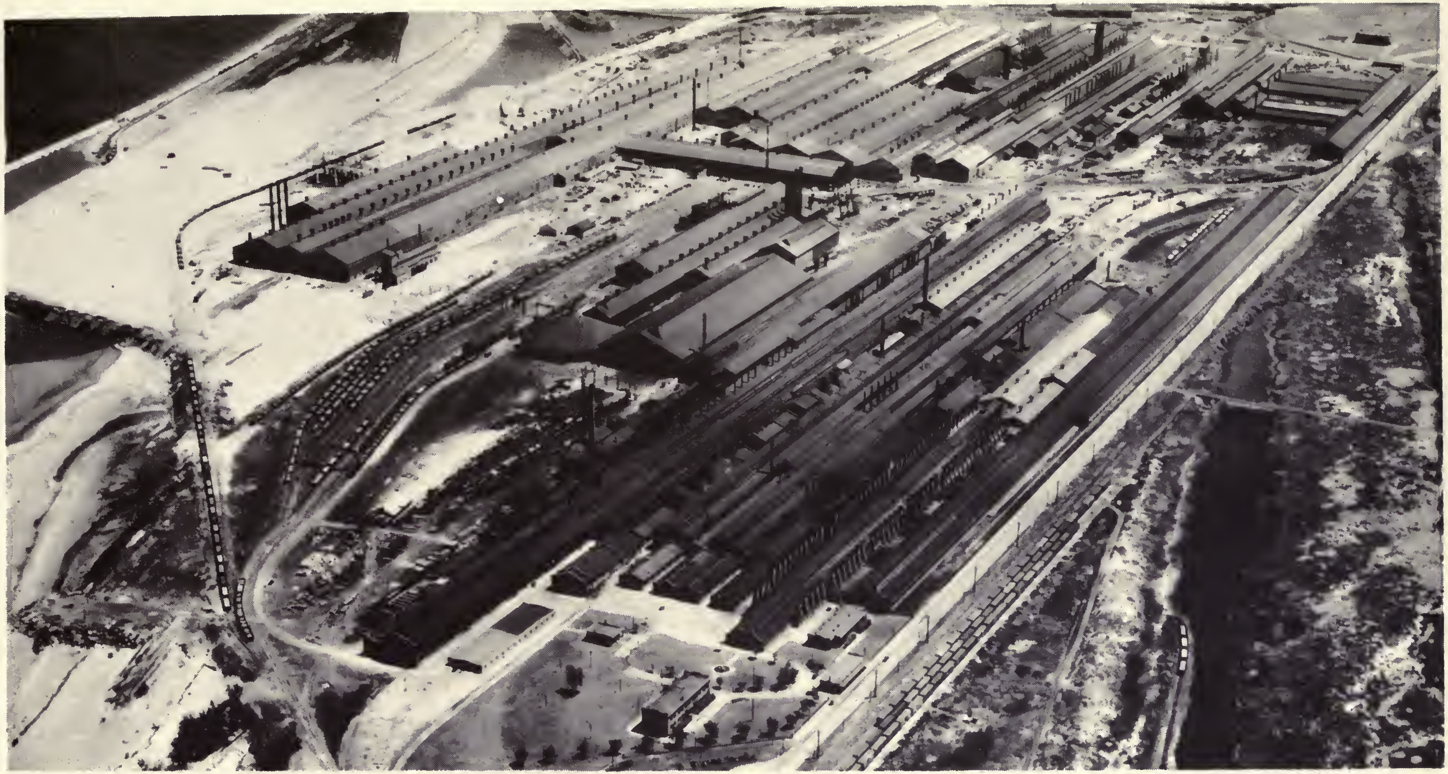
The Chicago & Calumet District Transit Company now serves the cities of Hammond, Whiting, and East Chicago with street railway and motor coach service by extensions of its motor coach service into the cities

"Tiny Men Move Busily Among the Monsters"
Gary Steel Mills



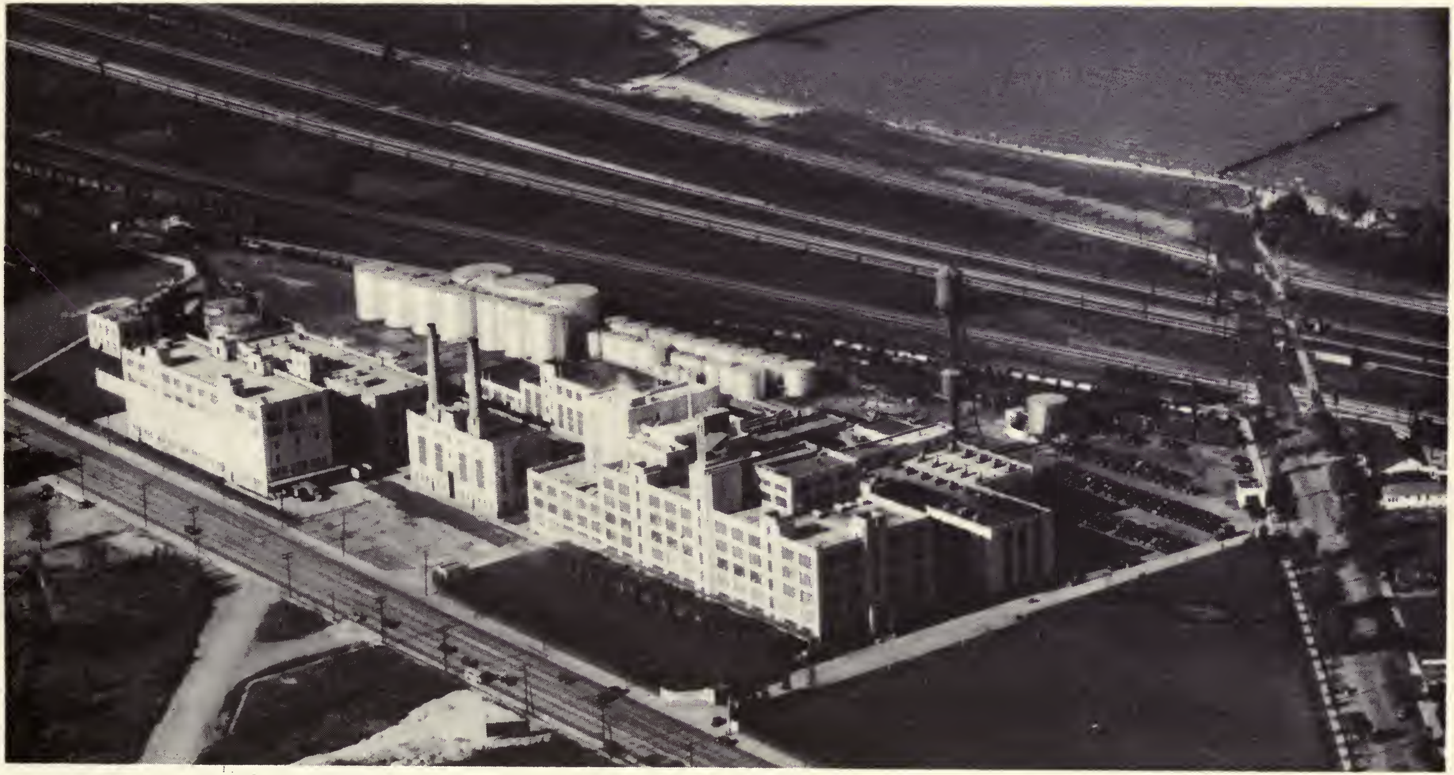
By Chicago Aerial Survey Co.

Inland Steel Co. on "Made Land" over Lake Michigan



By Chicago Aerial Survey Co.

Gary Sheet and Tin Mill



By Chicago Aerial Survey Co.

Plant of Lever Brothers, Hammond

and towns of Gary, Munster, Highland and Griffith in Indiana and Chicago, Calumet City, and Lansing in Illinois. The present motor coach service within these cities and towns operates over approximately 116 miles of route, which are served by 100 buses daily.

The electric railway lines, under an operating agreement with the Chicago Surface Lines, operate a through service from Hammond, Whiting, and East Chicago into Chicago, crossing the State Line at Robey, which is now a part of the City of Hammond. This line also has a junction with the Gary Railways Company in Hammond, where passengers are transferred from the Hammond lines to the Gary line for points in Gary, Hobart, Valparaiso and Crown Point. Thus, the Calumet Region has a unified urban transportation system with universal transfer privileges.

The story of transportation in the Calumet Region is finished with the building of the Chicago, South Shore & South Bend, an electrical enterprise. Its name is completely descriptive. It operates from the Randolph Street Station of the Illinois Central in Chicago over the tracks of that road to Kensington station in Chicago, where it strikes eastward through Hammond, East Chicago, Gary, Michigan City, and so to South Bend, its terminus. Its swift, half-hour service is popular with commuters, and a large amount of freight originates along its right-of-way.

The result of all this railroad construction as far as the Calumet Region is concerned was spectacular, not only in the number and mileage of the lines, but also as a deciding factor in the establishment within half a century of four cities nationally important because of their industrial scope.

## INDUSTRIAL TOUR I

*North from Gary Gateway on Broadway.*

(1) The "GARY WORKS" *(open 9-5; conducted tours by appointment only)* of the Carnegie-Illinois Steel Corp. is located on the Grand Calumet River at the north end of Broadway. Aboard the sightseeing bus, furnished by the Gary Street Railways, there is time to survey the far-flung sky-line—buildings housing the open hearths, rail mills, ore unloaders and ore bridges, smokestacks feebly exhaling nervous plumes of gases and steam, or spouting, geyser-like. The bus starts. The guide announces: "I'll be glad to answer any questions you may ask"—then adds, with a smile, "If I can." Quickly the questions come and the answers: "That red, ore-dust-covered building on the left is where the ore-dust is burned into sinter, a porous-like deposit, for recharging into the blast furnaces."

The coach next passes the TURNING BASIN (L) a man-made body of water where ore boats are unloaded, turned and headed back through the harbor on Lake Michigan to their source of supply. The guide says that steamers holding 12,000 tons of ore have been unloaded in less than four hours by means of seven electric ore unloaders. Needed supplies are sent direct to the blast furnaces, the remainder is stored in storage yards of 4,500,000 tons capacity.

The first stop is the COKE PLANT and here the guide directs attention to electric lorry cars, operating along the tops of the coke ovens, as they discharge the pulverized soft coal into the oven chambers. Shouting to make himself heard above the rumbling thunder of the mill, the guide explains, "There are 14 batteries of ovens arranged in two parallel lines, 8 batteries containing 70 ovens each and 6 containing 69 ovens each. . . . The ovens are 19 inches wide, 9 to 12 feet high and 40 feet long. . . . The pulverized coal is baked 19 hours, when the doors at both ends of the chambers are removed by electric door extractors and an electrically-driven pusher forces the hot coke into one of those cars which you see in front of the ovens."

From several of the coke ovens shoot glowing wedges of fiery block coke. Water plays on the coke—there is a sputtering, sizzling and crackling, as the coke cars move toward adjacent screening stations.

"Between 2,000 and 3,000 men are employed at this department of the plant. . . by-products are tar, ammonium sulphate, benzol, naphthalene, solvent naphtha and toluol,"—as the sightseeing bus leaves the coke plant.

The guide volunteers some general statistics. "The Carnegie-Illinois Plant," he says, "covers 1,400 acres, with 2½ miles of lake frontage. There are 250 miles of railroad tracks, 35 miles of paved road, and 3,200 men are employed in the maintenance division alone. At the peak, 18,000 men are employed in the plant."

The bus passes mountains of ore. (Along the lake front there is a vast quantity of ore which was transported by boat and stored against the close of the navigation season in winter.)

The BLAST FURNACES are next, and the drama of the making of pig iron unfolds amid a roaring din. "The huge 100 ft. high cylinders nearby," shouts the guide, "are stoves that preheat the air to be forced by great gas-driven blowers into the bases of the furnaces to sustain combustion." As he speaks, towering skiphoists fill the furnaces with ore and coke and limestone and on a switch track beside the furnaces, slag thimbles receive the molten slag 2,800 degrees Fahrenheit skimmed from the flowing iron, now the color and consistency of molten gold.

The blast furnace, once started, is kept in continuous operation day and night, the guide points out. This is necessary because many days are required to prepare it for lighting and another week after it is lighted before normal production is possible.

How the limestone acts as a chemical blotter or sponge, absorbing at high temperature (3200° F.) the undesirable elements of the ore to be passed off as furnace slag, is next explained by the guide.

Each furnace has a capacity of 1,000 tons of iron daily, resulting from 2,000 tons of iron ore, 850 tons of coke, 300 tons of limestone—and

3,500 tons of heated air. Molten iron is drawn off every six hours, slag every three hours.

As the lower entrance of one of the furnaces is opened, the guide directs attention to a glowing liquid, dripping like flame-colored syrup into huge ladles mounted on railroad tracks. (These ladles, lined with refractory brick, hold 160 tons each.) At the end of the "cast," when the aperture is being closed, there is a terrific blast caused by the diversion of air from the blow pipes, fitted with nozzles (tuyeres) projecting into the bottom of the furnace; and for several moments, the guide's voice is drowned in the hissing roar.

The bus moves on to the OPEN HEARTH FURNACES. The metal from the ladles containing the 160 tons of molten iron has been poured into 60-ton transfer ladles that are lifted by a huge overhead crane, and is then poured into the open hearth furnace, where the pig iron will be made into steel.

In this department, even the guide seems subdued. The heat and the brilliant light streaming from the "eyes" of the furnace doors cause him to inquire solicitously, "Does it make you a little light-headed?" He calls attention to the men with pokers who stand watching the seething cauldrons. "They are melter foremen," the guide says, his voice indicating his respect for them. "They decide when the steel is ready—when it has the greatest degree of malleability and ductility." One of the melter foremen motions, and the steel is tapped into a ladle from which the ingot moulds are filled.

The bus moves on, passing furnaces that the guide describes "as soaking pits" where ingots of steel are "soaked" with heat until they are at the proper temperature for rolling.

Upon reaching the RAIL MILL, the bus stops and the guide suggests a walk through this mill. The motor room, with its purring noise of sound not unlike the hum of Niagara, is passed. From a long overhead balcony, the guide points out the operations in the railmill.

A steam whistle blasts out, and the guide signals for attention. A crane quickly lifts an ingot (a large block of white hot steel) from the soaking pit and places it upon a small car. The car moves beneath another crane, which picks up the five tons of metal, now red, and dumps it with a thump on the approach table. Slowly, the ingot is crunched into the jaws of the first of a series of rolls, to emerge on the other side, flattened and lengthened.

The guide leads the way along the balcony as the ingot of steel is taken from one roll stand to another (there are 18 roll stands), each time the piece of red hot steel becoming more elongated. "We call them snakes of steel—see how it flings over on its side, then slithers into another dark cavern, to escape as quickly as possible, longer and thinner and more agile and swift." A hissing of water constantly poured on the rolls and steam accompanying the rolling of the rail makes realistic the guide's metaphor. At last the rolling is ended, and the "reptile" falls into a trough. Curved and contorted, it lies for a moment. Then suddenly it darts to another building.

"When the ingot was taken from the soaking pits, its temperature was about 2,350 degrees Fahrenheit," the guide says as he leads the way from the rail mill into the cutting room. "Now its temperature is but little less, but the ingot has become a rail 250 feet long."

No pyrotechnic display could be more beautiful and startling than the fountain of sparks that shoots up as the hot rails are cut in the cutting room. It is unnecessary for the guide to speak; the sudden whine of the hot-saws with the accompanying golden spray speaks for itself. The guide does explain that the saws revolve at a rate of three miles per minute, cutting the ingot into 39 ft. 8 in. rails in 7/10 of a second. The 8 in. is allowed for shrinking.

Boarding the sightseeing bus again, the party of visitors is taken to the WHEEL PLANT where wheels for railroad cars are made.

The guide suggests a walking tour through this mill. "Those are the blanks," he says, pointing to a heap of circular steel blocks. "They are cylinders of steel that will be pressed and shaped into wheels. They will be placed into a furnace and heated until they are the same temperature as were the ingots in the soaking pits."

By this time, the party is standing before a 10,000 ton forging press, and the guide calls attention to the mechanical hands attached to the charging or wheel-handling machine that places the now hot cylindrical mold in the press. Down comes the press and a wheel is formed.

Other mechanical hands, attached to arm-like beams, take up the wheel and thrust it upon a 1,000 ton hub-punching press, where the center hole is punched out of the red hot wheel.

The party and guide move left a few feet, directly in front of a furnace. The wheel is again placed into a furnace and removed. A man inserts a core into the center hole with huge tongs and then clamps on a nut, and the wheel is placed vertically into the wheel rolling mill. Here, it spins under a spray of water and is rolled to the approximate size desired. Out it comes after no more than a few moments and bumps down an incline. The nut and core are deftly removed by tongs in the hands of a worker, and immediately the wheel is snatched up by the ever ready steel paws to be placed on the 600 ton web punching press and then on the 2,000 ton coning press. A tiny individual car rolls up to take the wheel away for heat treatment.

Out into the coolness again and back on the sightseeing bus, as the guide volunteers some final information. "The skullcracker is a 7-ton steel ball which is lifted and dropped upon unwieldly chunks of iron or steel that are to be re-melted and reshaped." The hiss and crescendo roar of molten iron or steel gushing into the ladles, the rumbling of the giant cranes, and the thunder of mammoth presses still resound in our ears as the bus is driven away.

*South on Broadway to E. Fifth Ave.; L. on E. Fifth Ave.*

(2) The UNION DRAWN STEEL CO. PLANT *(open 9-5; guides)*, 2700 E. Fifth Ave., Gary, is a modern brick structure housing the local cold finishing mill of the Union Drawn Steel Division of Republic Steel Corporation. The plant produces cold finished bar steel in unusual shapes and sizes technically called squares, hexagons, and flats, turned and polished rounds and ground rounds, used in the manufacture of automobiles and tractors, farm implements, airplane motors, and accessories, business machines, radios, household appliances, electrical devices, etc., and shafting. The steel rounds from ⅛ in. to 2⅞ in., in hexagons from ⅛ in. to 3⅛ in., the squares from 3/32 in. to 4 in., and the flats up to 6 in. wide are drawn unheated through specially designed dies on large electrically operated draw benches capable of handling material up to 30 feet long. Special pickling vats are used to remove the rolling mill scale from the hot rolled bars or rods before drawing, and intricate straightening and polishing devices straighten the bars after the drawing process. The drawing operation, which slightly reduces the cross sectional area of bars so processed, produces material accurate to within a few thousandths of an inch and effects increases in the strength and machinability of the steel.

The rounds over 2⅞ in. in diameter are finished on special turning machines capable of accurately turning and polishing bars up to 60 feet long and up to 6 in. in diameter. Where special accuracy and finish are required, round bars from 1-7/16 in. to 6 in. in diameter are centerless ground to within tolerances as small as a quarter thousandth (.00025) in.

Modern annealing furnaces are also available for use where requirements of physical properties or grain structure indicate the necessity for heat treatment. The equipment of the plant includes many specially designed and built machines and devices developed by Union Drawn engineers. All equipment is electrically operated, and the mill normally employs 170 men.

*Retrace E. Fifth Ave.; angle R. from E. Fifth Ave. on E. Fourth Ave.*

West of Broadway the towering smoke stacks of Gary Works and the American Sheet and Tin Mill are visible (R). Particularly conspicuous are the huge GAS RESERVOIRS which loom into the sky. The larger of the two reservoirs has a capacity of 2,000,000 cubic feet of gas. While these holders are on "Gary Works" property at Jefferson St. and the Grand Calumet River, they are owned by the Gary Heat, Light and Water Co. The smaller of the reservoirs, built in 1906, is a three lift holder with steel tank that rests on a concrete slab 15 in. thick by 11 ft. in diameter. The larger holder, erected in 1918, is a four lift with a tank of riveted steel plates 36 ft. deep and 144 ft. in diameter. The tanks move up or down according to the amount of gas released into them from the coke ovens of the mills. Visible nearby is the original gas plant building, erected in 1906. In this building, rarely noticed by residents of Gary, the gas from the mills is made usable for domestic purposes. It is a fire-proof, red brick building, 63x141 ft. and 39 ft. high.

*R. from W. Fourth Ave. on Buchanan St.*

On either side of this poplar-lined street are more or less standardized stucco houses, built in 1910-1916 by the Gary Land Company for foremen and keymen of the American Sheet and Tin Plate Co. At the crossing of the Grand Calumet River, Buchanan St. becomes a private road. Beyond the bridge, the highway dips under five railroad viaducts, passing the western limits of Gary Works (R), and the Elgin, Joliet and Eastern Railroad Y.M.C.A. and round house (L). After curving first right and then left under two more railroad viaducts, the highway becomes the entrance drive (R) to the (3) GARY SHEET AND TIN MILLS of the Carnegie-Illinois Steel Corp. *(conducted tours 9-5; write general superintendent several days in advance),* north end of Buchanan Street, Gary, the largest sheet mill and the largest tin mill in the world. While the ivy-covered brick and stone office building in the foreground has the advantage of position and detachment, it is the ensemble, immediately beyond, of half-mile long red buildings, lofty smoke stacks, skyward banks of transformers, high tension towers, the mile and a half long fences and equally long parking aprons that at once attract attention. This plant, covered on a walking tour, resembles a city that contains nothing but industries. Narrow paved streets, some bisected or paralleled by railway tracks, are flanked with a variety of buildings. For example, on one side of the "streets" is a long red building of corrugated sheet, extending the full length of the street; on the opposite side are a two-story brick structure (housing a restaurant), an elevated railway line, and a long concrete-block building. Automobiles of employees, and tractors and trucks laden with coils or sheets of steel or tin plate, wind in and out of the streets. Freight trains, with their screeching engines, shunt the cars to the various loading docks within the buildings. Three or four modern red brick buildings several stories high, low frame structures, and a long black barrack-like structure of corrugated sheet add to the heterogeneous exterior. Here is an isolated low building specially built to house the oxygen tanks, its walls massive, its roof light, so that in case of explosion of a tank the roof only will be shattered. There are the guarded walls of the vaults holding the pig-tin blocks imported from the Straits Settlements. In addition to the buildings which house the manufacturing processes proper, there are a hospital and welfare center, five canteens and one large restaurant, executive offices for administrative, training, employment, safety and welfare departments, laboratories, storehouses, clock-houses, and machine shops. Normally 12,000 men work within this industrial seat.

The tour of the interior of the buildings begins in the slab "yard," a building 864 ft. long by 124 ft. wide, facing Lake Michigan. Slabs of steel, varying in size from 22 in. wide, 4½ in. thick, 72 in. long to 61 in. wide, 7½ in. thick and 216 in. long, are brought on railroad cars to the slab "yard" from the adjoining Gary Works.

Entering the slab "yard" through wide garage-like doors, the guide advises caution in walking over the uneven ground and in passing an inferno-like pit, in which are piled red hot slabs—their rolling delayed, possibly by a change in the rolling schedule. As he speaks, a warning whistle shrieks out, and overhead a 30-ton crane traveling on a 120 ft. span, drops its 10-ton hoist and monstrous electrically controlled magnet above a pile of 27,000 lb. slabs (61x7½x216 in.) and swings one through the air to the magazine feeder which thrusts it into a huge slab-heating furnace. There are three of these big black caldrons, each 20 by 80 ft. "If you will stand back a little farther we'll wait until the heat-soaked slab comes out," the guide suggests. There is some delay and the guide offers some facts about the furnaces:

The furnaces are fired with artificial gas, in a triple zone layout—heating to 2,250 degrees Fahrenheit. The slabs do not come in direct contact with the flame. Six burners overfire the main heating chamber while eight burners underfire it.

Suddenly a flame-red slab is shot out of a door of one of the furnaces onto a roller table (a stationary conveyor). The slab then is sped along the first 42 ft. of the roller table to a scale breaker. The guide calls attention to the man sitting in an elevated control room (called the pulpit) 20 ft. in front of the furnaces.

As the operator moves a control opening one of the rear furnace doors, an electrically operated "pusher" shoves another cold slab from the magazine feeder into the furnace and at the same time a heated slab, 80 ft. from the receiving end, slides out of the discharging end, ready for its long trip through the mill.

The operator's eyes are intent upon a pyrometer—an indicator by which he can tell when the slab is at the correct heat to be rolled. Occasionally, he walks across a narrow overhead footbridge to the platform between the furnaces. Here, from a row of trapeze-like rings, he pulls a ring opening one of the numerous side doors to observe the moving lines of slabs.

Walking toward the scalebreaker, the guide explains the "future" of the hot slab: "These two plants, the sheet and tin plate, transform the slab of steel made in Gary Works into long thin sheets or strips of steel—doing this in such a way that the steel retains its tensile strength and its durability the while it is becoming malleable. Each of the individual machines—mills we call them—performs some step toward the thinning and elongating process. In the pickling vats and the annealing furnaces respectively, the strips of steel are cleaned and made ductile. When the final step has been taken the slab which you now see may be a coil .008 of an inch 'thin' and 4,700 ft. long; it may be a lustrous sheet of steel alloy—stainless steel, 76 in. wide, ¼ in. thick and 30 ft. long, or it may be a sheeting coated with tin or terne (lead and tin) or a galvanized or corrugated sheet of almost any size."

At the scalebreaker, two or three operators pull levers, turn knobs, automatically controlling the huge piece of machinery. A gust of steam and a spray of water make the air humid. A group of engineers and metallurgists watch the movement of the hot slab, an alloyed slab from which stainless steel will be made. In the scalebreaker, a huge machine, 32x80 in., driven by a 1,250 H.P., 6,600 volt motor, the slab receives its first cleansing spray of water at high pressure and is elongated as it is driven between the rolls. Harmful scale is flaked off and washed away by the water—hence the name of the machine.

The slab goes down the roller table for 26 ft. more, to a broadside mill, where it is turned broadside to be rolled and then is restored to its original axis. It then enters a "squeezer," a machine that flattens the slab and parallels its edges to the overall width required for the finished product. The tremendous power of this squeezer causes a three-inch decrease in the width of the slab.

Forty-five feet farther along the roller table is a group of roughing stands, 63 and 94 feet apart. The slab is passed through these machines (once only), and then it has assumed the dimensions of a plate. "One of the largest electric motors in the plant drives these machines: a motor of 3,500 H.P., 6,600 volts," the guide says. The heat from the slab, now augmented by pressure, speed and friction, pervades the air and the guide mops his brow with his handkerchief. At an open door, a lake breeze gives relief, and the guide suggests that his group rest momentarily.

Leaving the Lake Michigan breeze, the guide leads the group along the 210 ft. cooling tables, over which another plate is now speedily passing. Centrifugally cast, the smooth surfaced iron-spool rollers of the cooling table serve the dual purpose of transferring the strips or plates to various parts of the mill and also of cooling the plates while in transit. Large air spaces, between the spools, facilitate even cooling.

The guide, cautioning against oncoming tractors and overhead cranes, calls attention to the huge posters placed at intervals throughout the plant: "Always be careful"; "Do not stand opposite this mill"; "Safety First"; "Danger"; "Visitors, do not disturb operator"; "Better be careful a thousand times, than to be injured once."

At the end of the cooling tables, the plate enters the most impressive group of "mills" yet passed, the six huge finishing stands for further reducing the thickness of the steel while it is still red hot. Here, the guide, unable to conceal his own awe of the speed and power and size of these mechanical dinosaurs, suggests that the group "stand back farther toward the wall."

The pressure of each of these machines is so great that the plate is now reduced into a long thin strip of steel. The rate of rolling of each of these machines is stepped up, the first stand rolling the strip 450 ft. per minute, the second 694 ft.; the third, 1,000; the fourth, 1,290; the fifth, 1,562; and the last 1,735 ft. per minute.

"In the first of these machines the strip can be reduced 49 per cent, the second 40 per cent, the third 39 per cent, the fourth 33 per cent, and the fifth and sixth 13 per cent and 12 per cent respectively," he says, and as he speaks a long ribbon of steel is rocketed out of the last mill.

Opposite these six machines a man sits in another pulpit, watching six huge dials attached to each machine. These controls, like double-faced clocks, indicate to him rates of speed, amounts of pressure, and strip temperatures.

"These control operators are skilled workers, chosen for their experience in handling steel," the guide states. "In the hands of these two men lies the responsibility for the successful journey of the plate through the stands."

When the long strip of steel leaves this group of machines, it again passes over one of the side roller tables (there are three run-outs) for a quarter of a mile to a hot flying shear, where the strip is cut in lengths from 11 ft. to 35 ft. Seconds later another strip passes over the center roller table and about 300 ft. farther along enters a giant coiler, which automatically winds the thin sheet of steel over a drum. Pushers automatically eject the coils from the drum to a conveyor, which takes them into the raw coil storage building where they are deposited on another conveyor. Across the top of this building are moving three 120-foot span cranes bearing huge magnets to lift the coil and transport it to an uncoiler, where it is prepared for the entry end of the pickling department.

Through long rubber-lined steel tanks filled with a 9-12 per cent sulphuric acid solution, the long uncoiled strip is passed, much as a roll of film is run through "the developer." The purpose of this sulphuric acid bath is to remove the oxide from the surface of the steel strip.

After the strips leave the pickling tanks, they are passed through dryers and are then recoiled and taken to the annealing and normalizing department, where 255 fire brick bases, 9 x 12 ft., in regular rows, stretch the length of the building. About half of these bases are topped with box or tube lids, 10 to 12 feet high, like an encampment of covered wagons sans the wheels. On others of the bases, uncovered, are coils; on others, sheets of steel. On still other bases are inner heating covers. A few bases are being newly built by various laborers. A peculiar quiet heat fills the air of this building; there is no burst of flame, or steam, or oppressive rumbling. The guide noticing the wonderment among his group explains: "These box covers are heated with stabilized refinery gas. None of the heating elements are exposed; even the ignition device is a concealed automatic electric lighter. The exhaust gases also are gathered in headers and conducted to an underground flue system. The purpose of these annealing boxes is to heat the coils or sheets very slowly to 1,280 degrees Fahrenheit with a conditioned gas for the necessary atmosphere for deoxidation. After the proper length of time, sometimes 80 hours, the outer cover is removed, the inner cover remaining. In due time, the inner cover is lifted, and then the coil or sheets remain on the bases to cool slowly. The cooling process requires about twice as much time as the heating cycle."

The "pickled and annealed" plate then goes into the finishing department, where are scores of huge machines, squaring shears, resquaring shears, levelers, shears for sheets, and shears for coils, flying shears, and revolving shears. Cranes move overhead and laden trucks dart to and from the machines. Here, a sudden roaring of power strikes the ear and the guide suggests the group stand very close to him so that he may make himself heard.

"The sheets are placed against a straight edge, and belt conveyors carry them into the shear, correctly placed for good shearing." As he speaks smooth sheets of steel skim from one powerful propeller to another.

"These are the sheets that are to be moulded into automobiles; those, a trifle smaller, at the next machine are to be formed into a stream-lined train," the guide says, as a ram tractor with its three-fingered hand picks up several tons of the sheared sheets to transport them to the warehouse to be boxed.

"Would any of you be interested in a tour of the tin mill?" the guide asks. The majority of the group decide upon at least "the high lights" of the tin mill.

In the tinning department are row upon row of "tin pots" resembling huge electric washing machines. Above the pots are a series of rollers like clothes wringers that automatically pass the black plates into and out of the bath of melted tin. After the tin bath, the plates pass through another roller to which are attached hemp brushes. As the hemp brushes revolve, a spray of bran is released over the plate, which gives the plate the familiar bright and shiny appearance of "5 and 10 cent store" tin utensils.

In the assorting department, the guide points to a stack of tin plate being sent to the warehouse. "In a few months from now these sheets of tin will be tin cans resting on your pantry shelves camouflaged by a label marked 'corn,' 'tomatoes,' or 'beans.' "

By way of contrast, the guide suggests a brief inspection of the old manual "hot mill." In this building, where open flames dart from furnaces, men with tongs stand near the rollers feeding and ejecting the white-hot strips. There are more men at work in this hot mill than have been seen in any other area of similar size, except the assorting department.

A brief trip underground concludes the tour. Here is much of the heavy machinery—miles of electrical cables and bus bars, water and gas mains, pumps, oil lines, storage tanks, and electrical control rooms.

*Retrace Buchanan St.; R. on W. Fourth Ave.; R. on Bridge St. to dead end.*

(4) The AMERICAN BRIDGE CO. PLANT *(conducted tours 9-5; write manager one week in advance)*, north end of Bridge St., Gary, a subsidiary of the United States Steel Corp., producing structural steel, is constructed on an enclosed area of 49 acres of a total plant property of 143 acres, and comprises 35 buildings, ranging from two bridge shop units 700 ft. long, a machine shop 600 ft. long, and a column shop 500 ft. long, down to a 12 x 15 ft. switch house.

Construction of this plant was started November 2, 1909, and completed the latter part of 1911. The first structure fabricated was the stationary cantilever highway span across the Grand Calumet River, at the entrance. This initial work was followed by a succession of bridges (railroad and highway), office buildings, mill buildings, and many other miscellaneous projects for which structural steel was required. Among these are such notable fabrications, as portions of the San Francisco Oakland Bay Bridge and also the Carquinex Straits Bridge north of San Francisco; six bridges spanning the Mississippi and seven dams to control the waters of this mighty river; the ore docks at Duluth, the spillway gates for the Bonneville Dam on the Columbia River, oil storage tanks, mine shafts, and tunnel framing.

Along the Chicago River, in the heart of the city of Chicago, are many bascule lift bridges fabricated in this plant. Prominent among these are the Outer Drive and Michigan Avenue bridges. Also contributing to Chicago's sky-line are many products of this plant: the Stevens Hotel, Tribune Tower, Daily News building, Chicago Post Office, and Board of Trade building.

A conducted tour starts in the main office building, where the two upper floors are used by the engineering department in making detail drawings for the shop. Leaving the building and passing through the receiving yard, where raw materials from the rolling mills are unloaded, the tour includes the templet shop and the punching, drilling, and shearing departments, which complete the preparatory operations on the raw material. Then, following successively, are the assembling, riveting or welding, and finishing departments, where the prepared rolled shapes take form as girders, columns or various members, which, when put together at the site, form the trusses for a bridge span, or some other structure. After the built-up members leave the shop, they are cleaned and given a protective coat of paint in the shipping yard.

Another point of great interest is the assembling yard, 528 ft. long, over which moves a gantry crane of 100 tons capacity, and 125 ft. span. Here are assembled, in a horizontal position for the reaming of field connections, large structures such as bridge trusses, towers, roller, and tainter gates for dams, etc. In this yard were assembled complete the two towers on each side of the center anchorage, each 460 ft. high, of the San Francisco-Oakland Bay Bridge. In the early part of 1938 were assembled here the two legs of the Bronx Tower, 380 ft. high, for the Bronx-Whitestone Bridge, New York City.

With a rated capacity of 144,000 net tons a year, the plant has 1,000 employees including 22 women.

*Retrace Bridge St.; L. on W. Fourth Ave. to Broadway, Gary Gateway.*

## INDUSTRIAL TOUR II

*South on Broadway; R. on W. Fourth Ave. (W. Fourth Ave. runs into Industrial Highway); R. from Industrial Highway on Cline Ave.; R. on Buffington Dr. (first street R. after crossing R. R.).*

(1) The BUFFINGTON PLANT OF THE UNIVERSAL ATLAS CEMENT COMPANY *(open 9-5; on appointment by writing or calling the general superintendent)*, Cline Ave. at Lake Michigan, Gary, a subsidiary of the United States Steel Corp., is the largest Portland cement

plant in the world. This huge plant and its auxiliaries, stretching for several thousand feet along the lake front, has an annual capacity of ten and one quarter million barrels of Portland cement.

Its processes are a far cry from those used in the twelfth century. When the great Roman Aqueduct was being built, stones containing lime, oxide of iron, silica, and alumina, were used to make a cement suitable for building and engineering purposes. Today, eighty different processes are used. The basic materials are blast furnace slag, obtained from nearby furnaces, limestone, and gypsum.

To manufacture Portland cement, the limestone and slag are first dried separately and then are given separate preliminary grindings. Next the chemically correct mixture by weight of these two is ground to a very fine powder, which is fed into long revolving cylinders, called kilns, fired by powdered coal, where the lime, silica, and alumina of the powdered limestone and slag are clinkered into complex chemical compounds. The clinker is cooled and given a preliminary grinding, after which gypsum is added so that the cement will not set too quickly. This mixture of ground clinker and gypsum is then pulverized and the finished product, Portland cement, is stored awaiting automatic packaging as needed.

The Buffington Plant was built in 1903 by the Illinois Steel Co., a subsidiary of the United States Steel Corp. Cement was manufactured and marketed by the cement department of the Illinois Steel Co. until 1906, when the Universal Portland Cement Co. was organized to take over the operation. Later, mills were built at Duluth, Minnesota and Universal, Pennsylvania. In 1930 the Universal Portland Cement Co. acquired the cement manufacturing mills of the Atlas Portland Cement Co. at Hudson, New York; Northampton, Pennsylvania; Hannibal, Missouri; Independence, Kansas; Leeds, Alabama; and Waco, Texas, and changed its name to Universal Atlas Cement Company.

The distribution of uses for Portland cement include industrial, public, and residential buildings, 34 per cent; highways, streets, alleys, curbs, and gutters, 23 per cent; river and harbor works, drainage, flood control, light and power projects, sewers and water supply, 21 per cent; railroads and bridges, 6 per cent; and farm and various miscellaneous uses, 16 per cent.

To manufacture ten and one quarter million barrels of Portland cement annually at this plant would require 512,500 net tons of coal, 1,025,000 net tons of granulated furnace slag, 1,537,500 net tons of limestone, and 71,750 net tons of gypsum. Normally more than 500 people are employed.

(2) BUFFINGTON HARBOR *(open 9-5 on appointment by writing or calling general superintendent)*, N. of the Universal Atlas Cement Plant, is a private industrial port. It is 2½ miles southwest of Indiana Harbor and 4½ miles northwest of Gary Harbor (about 18 miles southeast from Chicago). Construction work on the harbor started in the spring of 1925 and the first cargo was unloaded in May, 1927.

The harbor basin, with an area of about 56 acres, is enclosed on the east side by a concrete dock 1,800 ft. long, and on its south, or shore side, by a bulk head 700 ft. long. The entrance is protected on the north by a heavy rubble-masonry breakwater extending 1,200 ft. across the mouth of the harbor. This basin accommodates several vessels and at the same time provides facilities both for unloading limestone and for loading cement for shipment by water to all parts of the great lakes.

In connection with the harbor there is a 30-acre, million-ton storage yard for limestone, created with sand dredged from the harbor. To facilitate unloading boats, an electrically-operated bridge, the largest in this district, was installed. The bridge, 633 ft. long, is movable to any place along the dock and is equipped with a ten-ton clamshell bucket capable of unloading standard steamers at the rate of six tons per minute.

About 500,000 cubic yards of sand were dredged to make this one of the deepest private harbors on the Great Lakes. Self-unloading boats can automatically discharge their 15,000 ton cargoes at the rate of 40 tons a minute. The 55 ft. concrete light-house, approved by U. S. light-house officials, is equipped with a government standard, 4,000 candle power electric light, visible for 14 miles, and a fog diaphone which gives a one-second sounding blast at nine-second intervals. There is also a fixed white light on the outer end of the easterly concrete dock which is visible 14 miles.

A range of white lights, visible for five miles during the day and for many more miles at night, marks the course for entrance. The front mark is a black and white circular target outlined by lights to show the circle at night. The rear mark is located on a building in the plant and is a black and white triangular target outlined in part by lights to show V shape at night.

(3) STANDARD OIL COMPANY PLANT *(visited by permit only),* Standard Ave. and Front St., Whiting, is the world's largest complete petroleum refinery, producing about one-twentieth of all gasoline consumed by motorists in the United States. Covering an area of a little less than one and one quarter square miles, the plant is capable of handling 1,000,000 barrels, or 4,200,000 gallons of crude oil daily. The grounds are covered by an endless array of distilleries, their stacks jutting up like organ-pipes and huge oyster-grey cylindrical oil tanks, a moat around each tank, and up the side of each a conventional steel ladder.

In addition to the many acres of storage tanks and distilleries, there is a new central power plant to produce about 35,000 H.P., and a water-pumping plant supplying the refinery, as well as Whiting itself, with 125,000,000 gallons daily. The company operates nine switch-engines, and five oil tankers (capacity each 40,000 to 50,000 barrels), a barge, and a tug. Research laboratories employ some 125 men to experiment.

Most of the oil coming into Whiting comes from Kansas, Oklahoma, and Texas—pumped here through pipe lines ten to twelve inches in diameter, and with pumping stations located every 35 to 40 miles. Line-walkers, alert for leaks, patrol routes between stations, which are telegraphically connected with each other. The oil is thick, black and smelly, and about three weeks are required to pipe a barrel of oil from the mid-continent oil fields to Whiting.

Two principal steps are necessary in refining crude oil: distilling, and cracking. In distilling, the oil is boiled, the vapors captured and cooled and thus re-liquified. In this manner, naphtha, gasoline, kerosene, and furnace oil, stratified by the heat, are procured. The remainder is piped to another still and cracked. Cracking is the breaking down of complex molecules into simpler molecules, destroying the natural affinity binding the various elements together, separating component parts, and changing the chemical composition of the oil. This is done with heat, pressure, and churning about. The entire mass is then removed from the cracking still and transported to where it is re-distilled. Here again heat stratifies the various lighter products, and separation follows.

Before the invention of the cracking process, much of the light products, such as gasoline and kerosene, remained with the heavier. It is said if it were not for cracking, there would "not be enough gasoline to go around."

The list of products and by-products runs about 2,000 items. When everything else has been removed from the stills, there remains asphalt and coke. The asphalt comes out quite easily, but the coke has to be chipped out by men wearing heavy clothes and shoes with heavy wooden soles to protect them from the heat.

Probably the most astounding thing about any refinery is the network of underground piping, carrying crude oil, finished products, water, compressed air, steam, and electricity.

(4) CARBIDE AND CARBON CO. PLANT *(visited by permit only)*, Standard Ave., Whiting (opposite the Standard Oil Co.), is one of several large plants located in the south and west, embracing 13 new and modern factory buildings and occupying 40 acres of land. This company utilizes the waste petroleum gases of its neighbor to manufacture anti-freeze mixtures, "bottled gas," and industrial alcohols, athylene, and many rare chemicals.

"Bottled gas" is manufactured from hydrocarbons given off in the distillation of crude oil—too volatile for internal combustion engines—not sufficiently volatile to substitute for gas carried in city mains. Compressed in steel-jacketed containers with proper valves, it is marketed as "Pyrofax." Several million gallons of this gas are used annually.

A six-inch pipe from the Standard Oil Co. plant to the Carbide and Carbon Chemicals plant provides for the raw material, a waste product of the larger plant. In the Carbide and Carbon works, erected in 1935, are more than a hundred miles of piping, for the most part welded and in many instances made of special alloys to guard against corrosion by chemical action. A minimum of man power, 350, mostly men who have had special training, many of them being qualified engineers and chemists, operate the plant.

*Retrace Calumet Ave.; R. from Calumet Ave. on Indianapolis Blvd.*

(5) PLANT OF LEVER BROTHERS *(open 9-5, guide furnished)*, 1271 Indianapolis Blvd., Hammond, built in 1930, represents the highest

type of industrial architecture in the region. One of the largest soap plants in the world, it is generally considered the most modern. Constructed of tan pressed brick, it would have the appearance of a civic institution were it not for the 40-foot reproduction of a box of Rinso which surmounts the main building.

The plant comprises a finishing building and warehouse, soapery, glycerine building, oil refinery and bleachery, melting-out building, power plant, tank farms and units for the production of vegetable shortening, all fire resistant throughout and designed to insure an abundance of light and air in all the manufacturing processes.

Tours start in the lobby of the finishing building and proceed to the soapery, where the chief point of interest is the kettle room, where fats, oils and soda are "boiled down" in kettles three stories high and 20 feet in diameter. The visitors' attention is directed particularly to the spiral coils of steam pipes at the bottom of each kettle and the ventilator over each. The carefully proportioned solutions of oil and caustics bubbling within these kettles represent every stage of the four-day "boiling down" process which is the first step in soap and glycerine making.

In other rooms, visitors are shown the rudimentary soap solution, from which the glycerine has been extracted, being piped from the tops of the kettles first to cold-roll chillers, then to dryers where the water is evaporated and soap chips are made. From this matter-of-fact process, the tour proceeds to the gigantic mixers into which the chips are cascaded to be perfumed. Lux toilet soap, the guide explains, is permeated with the fragrance of 34 flowers.

In quick succession visitors are shown three more processes in which the soap is kneaded, chopped and pressed to a smooth, even texture. There are pauses to watch the mixture shot through the "plodder," from which it emerges a long bar, and to inspect the cutting, automatic stamping, wrapping and packaging into individual cakes. Throughout the entire process, the guide explains, more than 600 separate tests are made to insure regularity and exactness.

Other units on the tour are interesting principally for one or two dramatic features. In the glycerine building, the dark residue of the soap kettles is run through dozens of retorts and stills to emerge a pure, water-white liquid used in a variety of modern products ranging from munitions to candy. The power plant is equipped with gas and oil-burning boilers of the latest design and maximum efficiency. A private pipe line almost half a mile long brings water from Lake Michigan. In the Spry building, where vegetable shortenings are manufactured, tile walls reflect glistening, stainless steel vessels and processing machines. All conveying pipes are stainless steel, built without joints or elbows to insure continuous flow. The air is thoroughly washed and every worker wears a white uniform, which he changes frequently to avoid any possible transmission of dust. In other units of the plant, feminine employes wear "industrial pajamas" of eggshell trimmed with blue.

On the fringes of the plant stand tank cars of natural fats and oils, basic raw materials of Lever products waiting to be unloaded into huge storage tanks, preparatory to going to the refinery and bleachery, where, after chemical and physical improvement, they are piped to the soap kettles.

Products of the Lever plant include Lux flakes, Lux and Pears toilet soap, Rinso, Lifebuoy health soap and Spry and Covo vegetable shortening. The factory is one of the far-flung branches of the Lever manufacturing plant founded at Cambridge, Mass., in 1898.

On the west bank of Wolf River, but fronting Indianapolis Boulevard is the (6) AMERICAN MAIZE PRODUCTS PLANT *(open 9-5, guides)*, 113th St. and Indianapolis Blvd., known locally for its principal product, a salad oil, as the Amaizo plant. The plant, a light tan brick structure, overlooks Wolf River and at night the innumerable lights of the building playing on the waters of the river give color to the scene. Plant grounds, effectively landscaped, and the hygienic and practical construction of the 16 buildings is noteworthy. Some of these structures rise six stories; the usable floor space is 700,000 square feet.

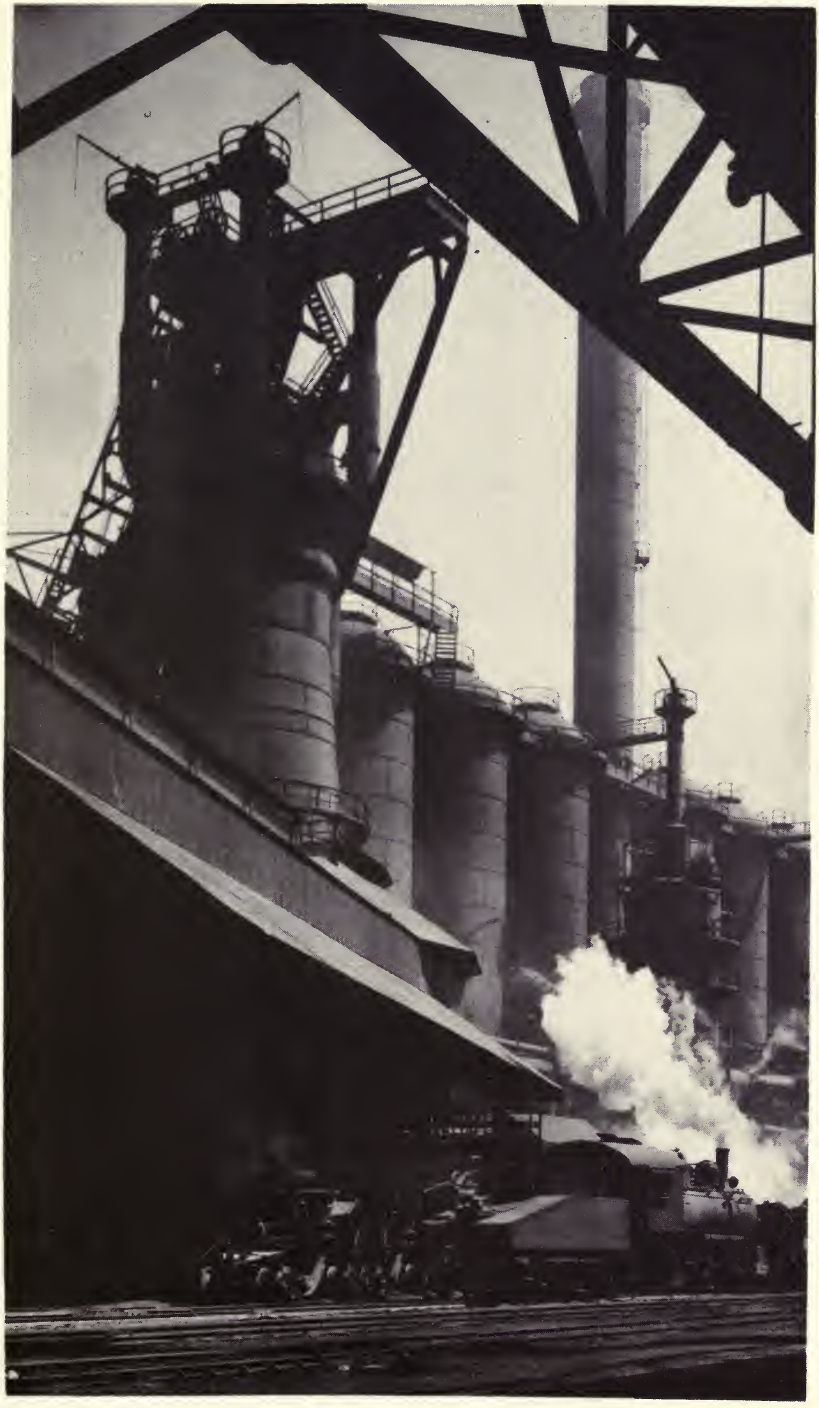
In 1906, the first building was erected by the American Maize Products Co., a New York Corporation, on a tract of approximately 100 acres lying along the west bank of Wolf River, the outlet of Wolf Lake, and at this point crossing Indianapolis Boulevard. The Raymond E. Daly Memorial Hall, named for the son of the president, a modern clubhouse, providing lunchroom service, gymnasium and recreational facilities for the employees, faces Indianapolis Boulevard.

Six hundred thousand bushels of corn, the basic material for the products of this plant, are used each month. First step is separation of the grain of corn into three constituent parts: pericarp, embryo, and endosperm—the largest part of the grain consisting mainly of starch. To accomplish this, corn is soaked in warm water, to which is added a small portion of a chemical to prevent fermentation. This softens the grain and also dissolves mineral salts and loosens the hulls. The water containing these solubles is evaporated, producing the first by-product, a gluten feed for stock.

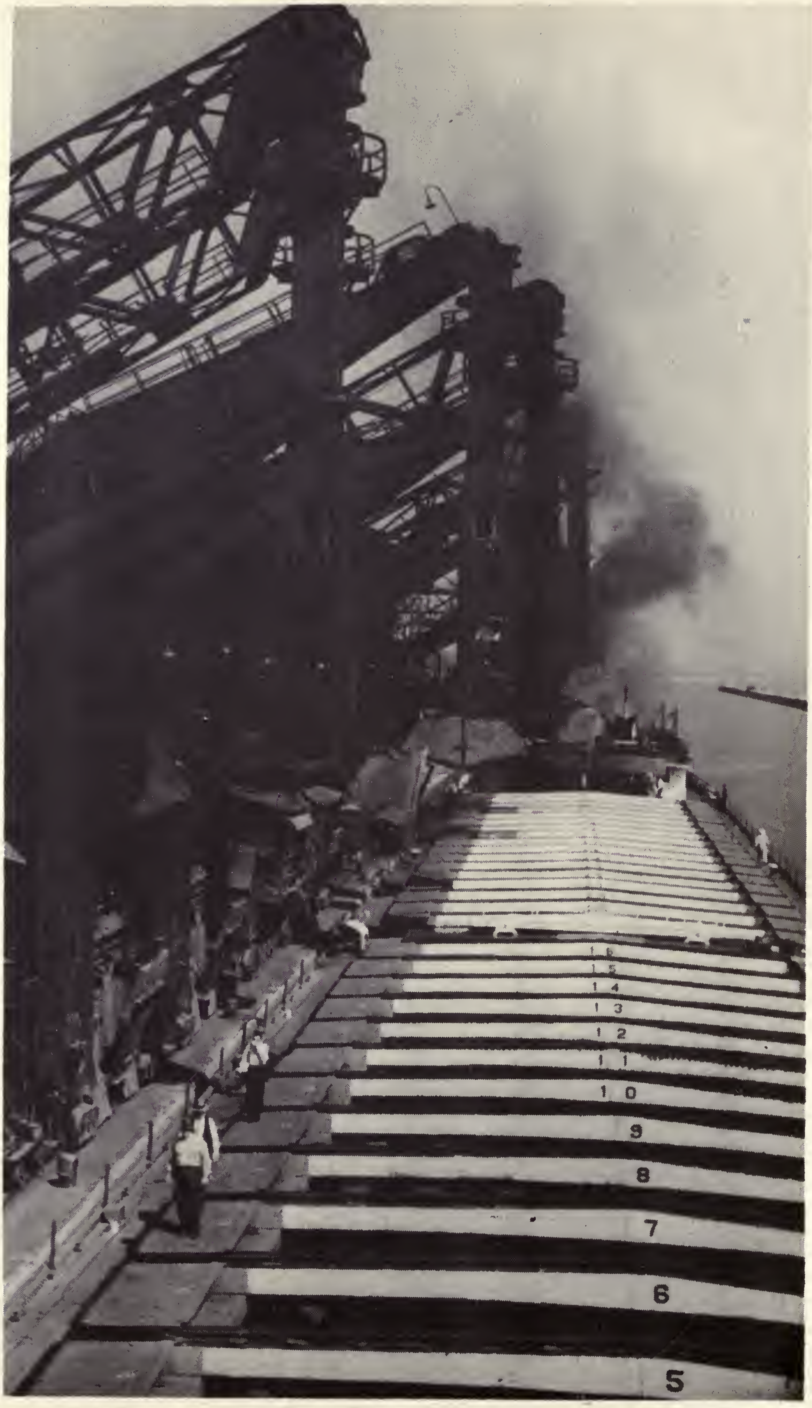
The kernel is then put through the crushing mills, which tear the grain apart without crushing the parts, and passes to slightly oblong tanks of water. The embryos, being mostly oil, float to the top, the heavy hulls sink to the bottom, and the endosperms, containing the starch, hang suspended between.

The embryos, continuing to float as the tanks overflow, are washed and dried, and then ground and put under heavy pressure to extract the corn oil. That portion left is another by-product, corn germ meal, used as farm feed, or combined with the solubles and hulls, as gluten feed.

Crude oil is used in the manufacture of soap, glycerines, dyes, paints, and varnishes. The greater portion is refined, making purified oil and gum.



*Blast Furnaces, Gary Works*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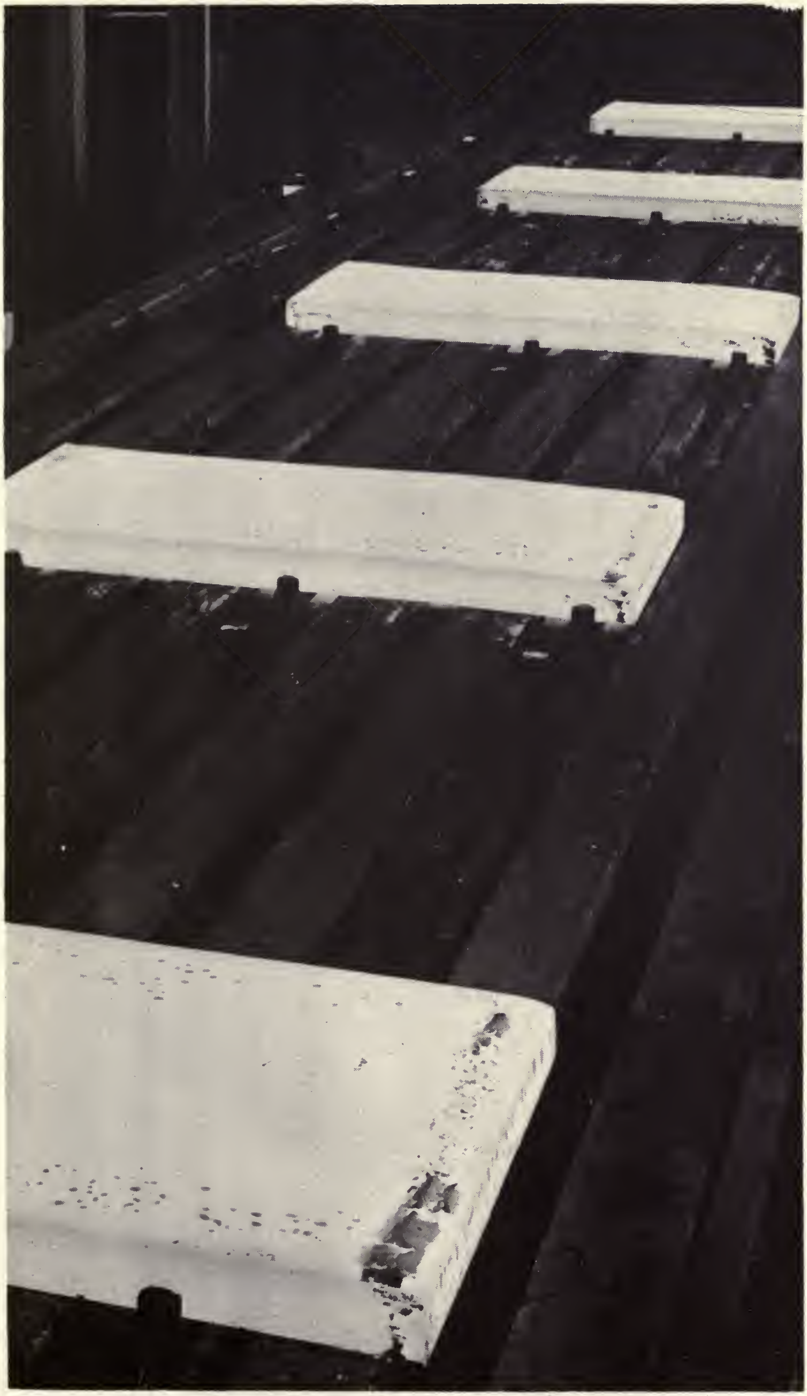
*"12,000 Tons of Ore Have Been Unloaded in Less Than Four Hours by Seven Electric Ore Unloaders" — Gary Harbor*



*White Hot Slabs Being Conveyed Through the Inland Steel Plant*

*Cutting Steel Rails — Gary Steel Mills*

The starchy part of the kernel is carried in the liquid through mills which grind the product very fine. It is then passed through bolting cloth, separating the hulls from the starch and protein or gluten. The gluten falls into inclined troughs filled with water. The starch, being heavier, separates and drops to the bottom, allowing the gluten to overflow into tanks. The gluten is then reclaimed through filter presses and dried. A final process is the combination of the by-products, the solubles from the first process, the hulls, the germ meal and the gluten forming together a dairy feed.

Corn oil is a principal product of the corn, but the processes may be considered incidental to the production of corn starch. From the starch, a new series of products start, known as corn derivatives. The first step in this process is to heat the pure corn starch sprayed with a slightly acidulated water in a steam-jacketed converter. When this process, called hydrolizing, has reached a certain point, the product is dextrin. Dextrin is a powder, white to yellowish brown, used in manufacturing paper, ink pastes, glues for finishing fabrics, a sizing for carpets and rugs, for printing textiles, in fireworks, and as core binders in foundries.

Another product is corn syrup made by hydrolizing pure starch suspended in water. The crude syrup is drawn off and treated, then filtered and purified and boiled down in vacuum pans to a thick, heavy syrup.

A further step in hydrolysis produces corn sugar. At this stage, the resulting syrup is purified and evaporated to the point where it will crystalize. When crystalized, it is cut into slabs and aged. This crude sugar is used in tanning, in manufacturing artificial silk, in making vinegar, and in many other ways. By using hydraulic presses, a heavy syrup is forced from the crude sugar, leaving pressed corn sugar. This is further refined and purified, resulting in commercial corn sugar for table use.

The various processes call for a supply of eleven million gallons of water daily—enough to satisfy the wants of a city of 60,000 for a like period.

## INDUSTRIAL TOUR III

*South from Gary Gateway on Broadway; R. on W. Fifth Ave.; R. on Cline Ave.*

(1) The CUDAHY PACKING CO. PLANT *(open 9-5)*, Cline Ave. near the South Shore Electric Line, East Chicago, is the home of Old Dutch Cleanser. On the tall water tower adjacent to the plant proper, is a reproduction of the Dutch girl, advertising symbol of the company. The plant covers 22 acres, with floor space of more than 350,000 sq. ft., and employs 500 persons, many of them women. The equipment comprises fifteen buildings, some of fairly modern factory construction. First units were erected in 1909 and have been added to as the increase in business demanded.

The plant embraces a wool pullery and refrigerator car repair shop, a soap factory, and the factory which produces Old Dutch Cleanser soap and scouring powder. In the Old Dutch Cleanser department not only the product but also the shipping cases and cans are manufactured entirely with automatic machinery. One process feeds a continuous paper tube, the diameter of the cans, into a machine, which cuts to size and crimps them to metal bottoms. These are fed to machines that fill each can and crimp it to a metal top. The cans then roll down a chute, picking up the labels as they go, and are cased by hand.

The refrigerator car shops include a blacksmith shop, tin shop, wood shop, and paint shop. The car shops have an annual capacity of four hundred cars and are equipped to repair thousands of others. The Cudahy Refrigerator Line supplies and repairs cars for handling the output of plants controlled by Cudahy interests.

The wool pullery treats wools and hides. After painting the flesh sides of the hides with a solution that softens the skins, the fleece is removed by hand, a highly specialized activity, giving wool of full length fibre. The wool is classified into as many as seventy or eighty grades; frequently as many as ten grades are obtained from a single pelt. The fleece, after it is washed, dried, and pressed into bales, is shipped as raw material for woolen textiles. After removal of the wool, the hides are treated and sold to manufacturers of shoe linings, pocket books, and novelties.

The soap factory produces domestic and industrial soaps and powders, including laundry and toilet soaps, soap polish, neutral oil soap, washing powders, lye, and a natural by-product of soap making, crude glycerine.

*Retrace Cline Ave.; R. on Michigan St. (continuation of W. Fifth Ave. and US 20); angle R. at approach to overhead bridge; R. on Kennedy Ave. into East Chicago.*

(2) The GRASSELLI CHEMICAL CO. PLANT *(open 9-5; on appointment by writing or calling general superintendent, conducted tour, 3 to 4 hours)*, 5215 Kennedy Ave., East Chicago, subsidiary of E. I. Du Pont de Nemours and Co., Inc. manufactures 75 different chemicals, whose users range from vegetable and fruit growers to manufacturers of steel, oil, and glass.

The plant proper, occupying 250 of the 444 acres on which it stands, is incongruous in appearance. Buildings of brick, concrete, steel, and wood, their dimensions and heights suiting the processes and equipment housed within, have been erected on the grounds. Huge hills of lemon-yellow sulphur piled up beside brick red buildings, provide startling color. A modern office building is buttressed against a wooden fence of the nineties vintage, and a row of homes of six, seven, and eight rooms, of the same era, face directly on a maze of railroad tracks. Provided for company officials, these houses have comfortable interiors. A second group of houses, Jerry-built, once grey but now needing paint, were erected many years ago for Negro laborers.

In 1892, when the Grasselli plant was built in the Calumet Region waste lands, it required but 25 employees. Its capacity was 15,000 tons annually. Today, one of the largest of the 21 chemical plants operated by du Pont, its annual capacity is 400,000 tons and it employs 800 persons.

Processes of this plant are as varied as its products. Basic materials used include sulphur from Texas and Louisiana, salt and soda ash from Michigan, phosphate rock from Tennessee and Florida, sand from Illinois, and zinc ores from Missouri, Oklahoma, Kansas and Wisconsin. Fourteen analytical chemists pursue research work in the laboratory on the second floor of a combined office and laboratory building.

Chief product of the plant is sulphuric acid, manufactured by both the chamber and contact methods from sulphur, air and water. The chemical is brought principally from Louisiana and Texas. Grasselli sulphuric acid finds its chief use in the petroleum refining, steel and chemical industries.

Phosphoric and muriatic acids also rank high among the products of Grasselli. The first is made by treating Florida or Tennessee phosphate rock with sulphuric acid. Most of the resulting product is combined with alkali to make various phosphate salts. The mono-sodium phosphate finds its main use in water purifications, the di-sodium in silk finishing and the food industries and the tri-sodium in water softeners and detergents.

Muriatic acid of commerce and salt cake are produced as by-products of sulphuric acid, made principally by treating ordinary salt with sulphuric acid in a furnace. Muriatic acid results when the hydrochloric acid fume is absorbed in water. Sodium sulphate, the solid product, is dissolved in water and crystallized as Glauber's salt.

From muriatic acid, Grasselli manufactures in turn two other important products—zinc chloride and ammonium chloride, popularly known as "sal ammoniac." The former is celebrated in modern industry as a wood preservative, particularly valuable in treating railway ties. Granular white zinc chloride, another wood preservative and also a vital material in soldering fluxes and in the dry battery industry, is likewise manufactured by Grasselli.

Ammonium chloride, invaluable to the steel industry as a galvanizing and soldering flux, is made at the plant by combining muriatic acid and ammonia and crystallizing the resulting salt.

Sulphur and sodium sulphite are combined to make another ranking product of Grasselli—sodium hyposulphite, the "hypo" of photography. The sodium sulphite is prepared by completely neutralizing sulphur dioxide with soda ash. A crystal product, sodium hyposulphite is used in the tanning industry as well as in photography.

Sand and soda are fused by Grasselli chemists to make sodium silicate. Dissolved in water, this product forms a syrupy liquid, the "water glass" of commerce. Shipped in tank cars and drums to all parts of the world, it is used in making soaps, adhesives and refractory cements, in curing concrete and in textile finishing.

Among Grasselli's many insecticides, lead arsenate is perhaps the most typical. Pure lead is oxidized to the yellow oxide, litharge, which in turn is powdered and combined with arsenic acid to produce lead arsenate. Other insecticides and fungicides produced at the plant include calcium arsenate, now dusted over southern cotton fields by airplane to destroy boll weevils, lime sulphur, Bordeaux mixture and barium silicofluoride.

One of the most colorful of the plant's products is "golf course mixture," a fertilizer for bent grass.

With an injury frequency in all its 78 plants of approximately one-seventh of that of all manufacturing industry, the Du Pont corporation ranks high in employee safety and the Grasselli plant is one of the most advanced of all its units in the technique of safeguarding workers.

(3) E. B. LANMAN CO. PLANT *(open 9-5),* 151st St. and McCook Ave., East Chicago, in which are produced wrought washers and hot-pressed nuts, consists of long steel and brick buildings dominated by the small-pane glass in exterior walls. Within are batteries of huge bolt threaders, with their belts, cranes, and scuttles almost human in their manipulation. Bars from which the cut-thread bolts are made are of special manufactured steel from the mills of the Calumet district. As the bolts are threaded, they are gauged by hardened steel "go" and "no-go" gauges. The hot-pressed nuts are made in one operation. The heated bars of steel are fed into a machine that blanks the nut. The blanks are then burred in a burring machine and threaded in a tapping machine. The finished nut, due to the heat, appears black. The E. B. Lanman Co. was established in Columbus, Ohio, in March, 1878, as a manufactory of carriage hardware. With the advent of the automobile, only the production of washers was maintained. In the early nineties the company added a department for making cold-pressed nuts. In 1911 the plant was moved to its present location in East Chicago in order to have it near the source of its raw material, steel. The company added its bolt department in 1924.

(4) The METAL AND THERMIT CO. PLANT *(open by permit only),* 455 E. 151st St., East Chicago, covers 14 acres with buildings of the shed type of steel, brick and wood and a substantial red brick office building. High mounds of bronze, silver, and iridescent blue shavings, like Christmas tree decorations, the raw material of this plant are trimmings from tin plate from which cans, dish pans, and toys have been cut. Such trimmings are called tin plate scrap.

The scrap is first subjected to an akali process to de-tin it. The steel scrap, freed from the tin, is pressed into hydraulic bundles and sold to adjacent steel mills. The tin is placed in containers, where it goes into solution. The solution is purified and part of it is precipitated into tin oxide. Another part is smelted to metal to form metallic tin, which is pressed into one hundred pound blocks called pig tin. Still another portion of the solution is purified further to become a special tin oxide for enameling in the ceramic industries. A small amount of the original solution is transformed into sodium stannate (salt of tin) used in electroplating tin or metal to become solder, type metals, and other white metal mixtures.

(5) The INTERNATIONAL SMELTING AND REFINING CO. PLANT *(open 9-5),* 420 E. 151st St., East Chicago, subsidiary of the Ana-

conda Copper Mining Co., embraces a group of brick and steel mill buildings covering 61 acres of land. Principal operations are refining of lead and manufacture of lead and zinc pigments. The width of the lead refinery is divided into three bays, extending the entire length of the building. Two of the bays are spanned by four 15-ton electric cranes, two of 28 ft. span and two of 77 ft. span, traveling the length of the building and serving all departments. Three standard gauge railway tracks enter the building on different levels.

Lead-bullion, the material refined by this company, comes from Utah and Montana. Before reaching the East Chicago plant, the lead concentrate is smelted at a plant at Tooele, Utah, and the zinc concentrate is treated in Montana plants.

Cranes unload 4-ton blocks of lead bullion from gondola cars and drop them into the 135-ton kettles for melting. Into these kettles, heated until the molten lead reaches 1,200 degrees Fahrenheit, is shoveled mechanically, 200 to 300 lbs. of hydrated lime. The kettle is then covered with a lid (hood) to prevent dusting. Blow pipes are inserted and the mixture is blown with air from 12 to 24 hours. At intervals, the lime dross is skimmed off and with it the oxidized antimony, arsenic, and some lead.

In the de-silverizing department, spherical, steel 135-ton kettles set in brick with a coal-fired furnace below have their rims 18 inches above the floor to facilitate working the surface of the molten metal. In these, are charged the lead from the softening kettle and the dross blocks from the previous run. Metallic zinc is added, melted, and stirred into the molten lead and a zinc-silver dross is formed. This skim of mushy consistency is placed in a press which squeezes out most of the molten lead, leaving a dry crystaline dross which is broken up. The remaining lead is free from silver, but still contains 0.55 per cent zinc.

A vertical centrifugal pump is lowered into the kettle and pumps the de-silverized lead into the refining furnaces which receive 320 tons of the lead and "cook" it for 12 hours. Air or steam is blown at intervals into the metal. The zinc, lead, and remaining antimony form a layer of mixed oxides on the surface, which is skimmed off. When testing shows that all zinc and other impurities have been removed, refining of the lead is complete and the molten metal is drawn into a molding kettle. From this kettle, it is pumped to a molding machine, where the lead is molded into pigs of about 90 lbs. each.

When recovering silver, the skim, charged into six bottle-shaped retorts, 40 inches high and 19 inches in diameter, is heated in a tilting gas-fired furnace—a separate furnace for each retort. A graphite condenser fitted over the mouth of each retort permits the heating of the skim to 2,000 degrees Fahrenheit. As the zinc distills, it collects in the condenser to be tapped out through a hole. Upon the removal of the zinc, the retort is tilted and the remaining bullion containing gold, silver, and some lead, is poured out. By a cupelling process, the lead is removed as litharge, leaving the gold and silver remaining in the furnace. This is cast into bars weighing 1,000 ounces each.

An interesting building is the "bag house," a brick and steel structure divided into four chambers, each containing 144 cylindrical woolen bags 18 in. by 32 ft. in which the gases are filtered. An 8-foot sirocco fan with a capacity of 50,000 cu. ft. per minute draws the gases from the residue and blast furnaces through a brick and steel flue 680 ft. long into the bag house. The bags are shaken at frequent intervals by an electrical shaking device. Here a temperature is maintained at 200 degrees Fahrenheit. The fume (the solid matter remaining in the gas fumes) collects in concrete pits; it is then removed by hand and either treated to concentrate its arsenic content or shipped elsewhere for final treatment for the recovery of lead and arsenic. Gases from the kettles and all other furnaces are conducted through ordinary flues to a rectangular brick stack 100 ft. high.

(6) WEBER INSULATION CO. PLANT, INC. *(open 9-5; visited by permit)*, 4821 Railroad Ave., East Chicago, is a "believe it or not" industry. Within this plant heavy misshapen chunks of metal, known as lead slag, are transformed into soft, hair-like fibre to be used as insulation.

On the lower floor are furnace-like kilns (called cupolas) reaching to the next floor, into which, from above, are fed alternate layers of coke and slag. The coke is ignited and the slag is melted at a temperature between 2,600 and 3,000 degrees Fahrenheit. By steam pressure, air is forced into the mass. At intervals a small circular door in the cupola is opened and like a giant Roman candle myriads of sparks, the heated slag, are blown from the opening, and caught in a long revolving tube, in which they are cooled, screened, and conveyed to a settling chamber. When the substance is removed from the tube and settling chamber it has become a soft fibre similar to mineral wool. To increase its strength and resiliency, this fibre is placed in another swinging filtering device, through which it falls into burlap bags and is sealed for shipping as insulation. Some of the fibre undergoes a further treatment, being blended with a plastic to form cement. The fibre manufactured in this plant is used mainly by industries to cover boilers, open hearth, checker chambers, towers, tanks, and piping of oil refineries, as well as in general insulation in the walls and ceilings of buildings.

(7) S. G. TAYLOR CHAIN PLANT *(open 9-5)*, at the Illinois State Line and 141st St., is a group of three buildings, embracing 60,000 sq. ft. The iron or steel strips out of which the chains are made are mainly products of the Calumet's steel industries. The long strips, 16 to 18 ft. in length, are pressed into coils, about 3 ft. in length, by a huge pressing machine. Each coil is cut by a cutting machine into links known as "scarf links," which are then heated in ovens fired by oil. On becoming white hot, they are pounded into shape by hand and then by an arm hammer. Larger links are formed from a foot long straight pin which, because coke causes a hotter fire than oil, has been heated in a coke oven. Every chain, made as the links are formed, is tested for durability by placing each end in an iron arm and pulling. After this test, it is inspected for defective links.

Coils out of which smaller link chains are made are first placed in a pickling bath of sulphuric acid to remove scale or rust which might be on the raw material. As the raw material is fed into a machine in straight strips from a large coil, the links are bent into shape by two iron arms and a chain is fashioned. The smaller the link, the faster the machine operates. The ends of the links are then welded together, the links being cooled by a quenching oil, after which excess metal from welding is cut off. Smaller link chains are tested and inspected in the same way as the larger.

(8) COMMERCIAL WALLPAPER MILL, INC. PLANT *(open 9-5),* 724 Hoffman Ave., Hammond, occupies a three-story brick structure, 40 by 300 ft. Designs for wallpaper are made in New York studios. Rollers bearing the design raised in metal or in felt bound by brass are made in a Joliet, Illinois, factory. A separate roller is used for each color of the pattern, and samples are run after the different colors are selected. A set of rolls costs from $150 to $250 and frequently $1,000 is spent in the preparation of one design of wallpaper. Paper is obtained from paper and pulp mills in Wisconsin.

Before the paper is printed, it is given a sizing of clay in the desired background color. It is dried on a system of drying racks, one placed above the other, which greatly speeds the process. The sized paper is then fed into a machine which presses it onto a large canvas wheel, which in turn, as it rotates, presses the paper on each colored roller, bringing it out on top, from where it is taken by a canvas belt back to the drying racks. Some presses can handle as many as eight or nine rollers. Water colors are used in the printing of non-washable papers; this company gives special attention to the washable type papers.

(9) W. B. CONKEY CO. (Printers) PLANT *(open 9-5),* 601 Conkey St., Hammond, houses one of the largest bookmaking industries in the world. The plant embraces 14 acres. A modern ground floor factory building of brick, steel, and concrete with sawtooth skylight roof, erected in 1897, was, as far as is known, the first printing plant of its kind. The specially designed skylight roof permits only the north light and is constructed so that at no time do the sun's rays shine through the glass part of the roof into the working rooms. The ceramic plaque in the arch of the entrance, embracing a winged horse and tools of the engraver's art, was modeled by Lorado Taft. A landscaped park of several acres surrounds the main building.

Interior of the plant was designed for continuous-flow production through all departments. The press room is in the center of the plant. On one side are the composing, electrotype, and make-up rooms. At one end is the paper stock room and supply department. At the other end and side are the folding department and bindery. Thence the finished product moves on to the storeroom and shipping department. The centralization of the pressroom, permitting the maintenance of a uniform temperature, obviates the detrimental static electricity, which formerly caused sheets to stick together and to smut while being printed.

In the press room are 50 presses, large and small, nearly all flat bed Miehle cylinders or high-speed verticals. Color work is done in addition to the regular black and white printing.

The bindery has a capacity of 80,000 hardbound books a day, and approximately 200,000 paper-bound books, catalogs, and booklets. Wire stitching machines have a capacity of 200,000 separate pieces daily. Hand binding is done on special orders, usually for gift books or Bibles.

Catalogs ordinarily are shipped out at once, but books frequently are stored in the warehouse of more than a million book capacity for later distribution, the customer withdrawing them as needed. Storage is also provided for electrotype plates, standing type, paper, unbound printed sheets, and similar materials.

Many of America's foremost publishers are among the clientele built up during the past 60 years. For the edition publishers they make well known encyclopedias of from ten to thirty volumes, histories, cultural courses, and classics. For the educational publishers, they make school books of many types; for various publishers, books of fiction, directories, Bibles, law books, and juvenile books, are produced annually. The catalog field is equally varied, much of this output being distributed direct from Hammond.

The plant employs more than 700 men and women, many of whom have been with the company from ten to forty years. Especially is this true of heads of departments.

(10) The PLANT OF THE INDIANA BOTANIC GARDENS *(open 9-5)*, 626—177th St., is the largest establishment of its kind in existence. The formidable, two-story building, crowned with sharp angled, red-tiled gables in the Elizabethan style, embraces a space of 36,000 sq. ft. Here are the office, laboratories, shipping, and stock rooms, where a well trained personnel takes care of a remarkable amount of mail orders from all parts of the world. Thousands of herbs and botanicals, domestic and imported, are cured, cut, sifted, and prepared for the market. This plant is surrounded by a landscaped park of 14 acres; there is also a 160 acre farm at Dyer, and 80 acres in the Kankakee Valley. The firm was founded in 1912 by Joseph E. Meyer.

## INDUSTRIAL POINTS OF INTEREST

To the left, at Virginia St., and E. Fourth Ave., Gary, above a series of low sand dunes, railroad viaducts, and electric towers, are visible long roofs and smokeless stacks of the (1) NATIONAL TUBE CO. PLANT, last of the subsidiaries of the United States Steel Corporation to be built in Gary, sprawling over many acres. Completed in 1926 at a cost of $20,000,000, this manufactory of steel pipes is a perfect example of the demolition of a gigantic industry by the introduction of new and more economical processes. Instead of the thousands who a few years ago worked here, today scarcely more than a hundred employed in a machine shop within the plant pass in and out.

(2) GARY SCREW AND BOLT CO. PLANT *(open 9-5, guides)*, SE. cor. of E. Seventh Ave. and Alabama St., Gary, subsidiary of the Pittsburgh Screw and Bolt Corporation, is one of the largest manufacturers of bolt, nut, and rivet products in the United States. It occupies approximately 20 acres; the main building, devoted to production, covers more than four acres. Other buildings are designed for keg and box manufacture, warehousing, pattern shops, etc. A complete line of bolts, nuts, and rivets, in diameters ranging from one-quarter inch to three and one-half inches, for railroads, equipment manufacturers, and steel construction fabricators, as well as many special products for automotive and other industries, is manufactured. Under normal conditions, the plant has a capacity for producing 4,000 tons of finished product per month.

(3) PACIFIC ELECTRIC MFG. CORP. PLANT, 2100 E. Fifth Ave., Gary, is an assembly plant for high voltage switch gear, assembly and service, occupying three acres east of the Indiana Harbor Belt Line viaduct.

(4) STANDARD STEEL SPRING CO. PLANT *(open 9-5, guides)*, 2600 E. Fifth Ave., Gary, fronting on E. Fifth Ave., is a branch plant of the company of the same name with home office in Corapolis, Pa., which manufactures leaf springs for automobiles, trailers, and trucks, open steel floor grating, stair treads, and bridge decking.

(5) GENERAL AMERICAN TRANSPORTATION CORPORATION PLANT *(open 9-5, appointment by writing or calling general superintendent)*, 4405 Euclid Ave., East Chicago, is identifiable by the long horizontal lines of its glass-walled buildings. The two-story administration building, facing Euclid Ave., is an example of modern industrial architecture made popular by the Chicago Century of Progress Exposition. Established in 1901 as a repair shop for refrigerator cars for meat packers, the company's business includes the manufacture of tank cars and all classes of railway freight cars and the leasing of tank cars to milk and oil shippers (the company operates the largest leased car service in the United States). It still maintains its repair department. An arrangement with the Graver Tank Co. provided for the building of tanks while the car company supplied other equipment. In 1904, tank car service, with 100 cars for lease, was instituted. Another plant is at Railroad Ave. and 141st St. in East Chicago. After the World War the company designed special cars for the Bureau of Aeronautics, U. S. Navy, for transporting helium gas.

(6) LINDE AIR PRODUCT CO. PLANT *(open 9-5, appointment by writing or calling general superintendent)*, 4500 Kennedy Ave., East Chicago, one of 69 similar plants in the United States, produces oxygen used in the treatment of pneumonia, heart trouble, and other diseases, which is produced from air by the Linde liquefaction process, which first made oxygen a commercial possibility in the United States. Compressed to a pressure of 2,000 pounds per square inch, it is delivered to users in returnable steel cylinders. The oxygen is 99.5 per cent pure, the remaining

one-half of one per cent consisting of neutral gases, normally present in the atmosphere, mainly argon and nitrogen, a proportion that conforms to the standards of the U. S. Pharmacopeia. The East Chicago plant is a unit of the Union Carbide and Carbon Corporation.

(7) HARBISON-WALKER REFRACTORIES PLANT *(open 9-5, appointment by writing or calling general superintendent),* 4343 Kennedy Ave., East Chicago, a long industrial-type building with exterior walls and roof of skylight glass, supplies the steel mills with silica fire brick used in building open hearth furnaces and by-product coke ovens. The original plant consisted of six circular periodic kilns 32 ft. in diameter with dome construction, which gave a capacity of 35,000 nine inch silica brick per day. Warehouses were built to furnish storage capacity of 1,200,000 bricks. In 1927, the company made an investigation of a German process of firing silica brick, in which a tunnel kiln is used, and procured sole rights in this country to construct tunnel kiln of the Heinrich Koppers design. The plant was remodeled; new grinding and moulding equipment was installed, and driers using waste gas from the new kilns and a plant producing fuel for kilns were constructed.

(8) In the O. F. JORDAN PLANT *(open 9-5, write or call general superintendent for appointment),* SE. cor. Kennedy Ave. and Michigan Ave., East Chicago, a patent was developed for the Jordan Spreader, the largest moving mechanical device built in Indiana. The idea was conceived by the late O. F. Jordan, an official of the Michigan Central Railroad Co., and as originally built the Jordan Spreader spread materials and plowed snow from railroads. Subsequent improvements have resulted in two general types of machines: a spreader and snow plow, and a spreader-snow plow with railroad ditching attachments. A world-wide market is supplied with these machines.

(9) EAST CHICAGO PLANT AMERICAN STEEL FOUNDRIES *(open 9-5, appointment by writing or calling general superintendent; guide furnished),* 3761 Canal St., occupies approximately 160 acres of land, abutting for 2,382 ft. the Indiana Harbor Ship Canal. Its buildings have approximately 331,132 sq. ft. of floor space. The main manufacturing buildings are of structural steel, monitor type, with corrugated ironclad sides and roof. Two 25-ton open hearth melting furnaces and one electric melting furnace are capable of melting three tons of steel per hour. Steel is cast for railway equipment, tractor and wagon equipment, ships, crushing machinery, and various other industrial purposes. The annual capacity of the plant is 30,600 tons of steel castings.

(10) INLAND STEEL CO. PLANT *(open 9-5, regulated tours by calling or writing general superintendent),* 3210 Watling St., East Chicago, occupies 628 acres on Lake Michigan and extends inland for many blocks. During normal conditions, 12,700 persons are employed on the customary three shifts. Inland is the largest independent steel company in the Chicago district. Incorporated in 1893, its first plant was a rail re-rolling

mill at Chicago Heights, Illinois. In 1901 the company bought 50 acres of land in what was then Indiana Harbor, now East Chicago. Construction work began on four open hearth steel furnaces, a blooming mill, a bar mill, eight sheet mills, and a jobbing mill. During the first year's operations, when only 800 men were employed, 20,000 tons of steel ingots were produced; today the plant produces that amount in four days, its annual capacity being 2,350,000 gross tons. Equipment includes five blast furnaces, 273 by-product coke ovens, 36 open hearth furnaces, finishing mills for producing rails, sheets, bars, plates, structurals, and track accessories. A 44-inch hot strip and plate mill was added in 1938. In addition to steel products used by automobile, railroad, building, and general industries, the plant manufactures from coal carbonization, gas, tar, ammonium sulphate, naphthalene, light oil, benzol, toluol, and xylol. On the premises is maintained a well-equipped emergency hospital. Several blocks distant, the company has a housing project known as Sunnyside, including 200 low-rental houses for employees. Inland has been progressive in providing safety devices, sanitary conveniences, pensions, "incentive" and bonus rates for employees.

(11) INDIANA HARBOR, W. of Inland Steel Co. plant on Lake Michigan, one of the largest harbors on the Great Lakes, is called "the water vestibule" to the "work shop of the world." Approach to the harbor is complicated by an area known as Indiana Shoals, which extends northeastward a distance of five miles, having several ridges 13 to 18 ft. deep, and whose northeast end is marked by a gas and bell buoy. Vessels proceed by way of South Chicago, thence head southeasterly for the gas and bell buoy at the entrance. This harbor has been open as late as January 12 and has opened as early as March 10.

(12) STANDARD FORGINGS CO. PLANT *(open 9-5, on appointment by writing or calling general superintendent)*, 3444 Dickey Road, East Chicago, occupies 30 acres of land along the northwest side of Michigan Ave. Organized June 3, 1903, the company started hammering iron axles for railroad cars in June, 1904. Today, the majority of these are hammered from open hearth billets. Drop forgings of this plant, developed within the last ten years, are used principally by the automotive trade, builders of agricultural machinery, and railroads.

(13) INDIANA HARBOR SHIP CANAL, Dickey Road Bridge, East Chicago, extends from Indiana Harbor through the industrial section of East Chicago to Lake George and to the Grand Calumet River (also may be viewed from Indianapolis Boulevard and Hemstock Road bridges). Fringing the canal are several large industries, including the world's largest complete petroleum refinery and several steel plants. The canal entrance is 350 feet wide while the total length is 4.7 miles, with more than 5 miles of wharves. From the entrance, the canal extends 3,200 ft. inland to a group of railroad bridges, from where it runs for a distance of a mile and a half to the forks. Here, one branch leads off in a westerly

course for a mile to Lake George, the other follows a southerly course for two miles to join Grand Calumet River.

(14) The PLANT OF THE YOUNGSTOWN SHEET & TUBE CO. *(open 9-5, on appointment by writing or calling general superintendent),* NE. cor. of Dickey and Riley Rds., East Chicago, known as the Indiana Harbor Works because of its location in the Indiana Harbor section of East Chicago, occupies 378 acres, with a private terminal on the Indiana Harbor Ship Canal, a large steel plant, a coke plant, and a tin mill.

In the steel plant is one 600-ton and one 750-ton blast furnace, three 100-ton and four 160-ton open hearth furnaces, two 15-ton Bessemer converters, 600-ton hot metal mixer, 35-inch blooming mill, 21-inch billet mill, 21-inch continuous sheet bar mill, 30-inch universal plate mill, a 4-high hot coil mill, 10-inch merchant mill, and a combination 14- and 18-inch merchant mill. In the coke plant are 120 ovens and a by-product department. The tin mill consists of 22 hot mills and two 4-high cold reduction mills. The generating capacity of the powerhouse is 30,000 K. W.; the boiler house has twelve 600 H. P. coal fired boilers, six 600 H. P. and three 800 H. P. blast furnace gas fired boilers.

The company owns and operates its own ore, zinc, and coal mines, steamship lines, and railways, and has subsidiaries in seven other states.

(15) The GLOBE ROOFING PRODUCTS CO. PLANT *(open 9-5, on appointment by writing or calling general superintendent),* 2211 Schrage Ave., Whiting, consists of a main machine building, a felt storage building, four 21,000-gallon asphalt stills, a 20,000-gallon fuel oil tank, boiler house, machine shop, and three large warehouses. The plant has a 600 ft. railroad siding and two shipping platforms. It manufactures asphalt roofing, prepared asphalt roll roofing, and saturated felts for built-up roofs.

(16) STATE LINE GENERATING PLANT *(open 9-5, appointment by writing or calling general superintendent),* on Lake Michigan at the Illinois-Indiana State Line, is one of the largest electrical generating plants in the world. The first generating unit of 208,000 K. W. of capacity was built during the years 1927-29. The second unit of 150,000 K. W. of generating capacity is now (1938) being completed. Power is generated by steam turbo-generators, using coal and gas as fuel.

The State Line Generating Station, property of the Chicago District Electric Generating Corporation, sells power at wholesale to other electric distributing companies. The power is generated at 22,000 volts. This voltage is increased through the use of transformers to 33,000, 66,000 or 132,000 volts, in accordance with the requirements of the distributing companies.

(17) AMERICAN SMELTING AND REFINING CO. PLANT *(open 9-5, appointment by writing or calling general superintendent),* 2230 Indianapolis Blvd., Whiting, the new (1938) $2,000,000 Federal

Metals Division Works, is an example of ultra-modern industrial architecture. Not only the office building but all of the factory buildings are constructed of pastel brick, accented by use of plate and sky glass. The plant smelts and refines non-ferrous metals, including gold, silver, copper, lead, and zinc.

(18) SINCLAIR REFINING CO. PLANT, *(open 9-5, visited by permit only, call or write general superintendent)*, 3301 Indianapolis Blvd., East Chicago, is the second largest complete refinery of the Calumet Region, having a daily capacity of 50,000 barrels. The plant was established in 1917, following consolidation of several oil companies operating in Oklahoma and Kansas. A pipe line was completed from Oklahoma to East Chicago and the first unit of the refinery was placed in operation March, 1918. The original capacity, 5,000 barrels, was increased to 20,000 in July, 1924.

Expansion since that time has included addition to the laboratory, increased tankage facilities, and construction of a polymerization unit, where waste gases are converted into high grade gasoline, with a capacity of 4,000,000 cu. ft. of gas, which produces from 500 to 1,000 gallons of gasoline daily. Sinclair's lubricating plant combines production of light oils, paraffins, and other by-products with refining of gasoline and heavy oils.

(19) ASSOCIATED BOX CO. PLANT *(open 9-5, write or call general superintendent for appointment)*, Riley Rd., between Canal St. and Indianapolis Blvd., East Chicago, is an example of the interrelation of industry in the Calumet Industrial Region. Chief product of the company is a wooden box or crate used for shipping tin plate made in the numerous steel mills in the region. These containers are of hard wood (from Wisconsin), and 1½ inches in depth. The plant also manufactures box shooks and crates for the regional industries.

(20) U. S. GYPSUM CO. PLANT *(open 9-5, on appointment by writing or calling general superintendent)*, 3501 Canal St., East Chicago, a water front plant, is owned by the United States Gypsum Co. Of steel, concrete, and fireproof brick, the buildings are similar to the gypsum mills of Philadelphia and Boston. The most modern gypsum converting equipment has been installed. Rock used by the local plant is stored in a huge bin flanking the water's edge. Products manufactured in the East Chicago plant are asbestos shingles, sheet-rock wall boards, red-top plaster, rock lath, gypsum tile, and gyp lap. The gypsum, a hydrous calcium sulphate found in a compact state as alabaster, is procured from the Alabaster, Michigan, rock quarries and shipped by water from the Lake Huron site.

(21) EAST CHICAGO DOCK TERMINAL CO. PLANT *(open 9-5)*, Canal St. Bridge to Forks of Indiana Harbor Ship Canal, subsidiary of the National Terminal Corporation, is a heavy bulk terminal, alongside the Indiana Harbor Ship Canal. Established in 1928, it is the largest

break-bulk terminal on Lake Michigan, providing ample public wharves. Its unusually heavy construction permits direct handling of any type of commodity. In addition to six dockside tracks, the terminal provides electric gantry cranes and other mechanical shore devices and storage facilities for bulk and liquid commodities.

(22) HOOSIER TERMINAL CO. PLANT *(open 9-5)*, on the Ship Canal across from the Shell and Wadham docks, is the new (May, 1939) bulk gasoline station for the Illiana Pipe Line. On its 65 acres, the company is building its storage and dock facilities. With the five regional refineries and two other bulk stations (the Texas Company and the Hughes Oil), the Hoosier makes eight bulk gasoline shipping stations on the canal.

(23) WADHAMS OIL PLANT *(open 9-5, write or call general superintendent for appointment)*, Indianapolis Blvd. across from the Sinclair Oil Co., East Chicago, is a midwestern refinery of the Socony-Vacuum Oil Co., Inc., producing gasoline, kerosene, fuel oil, and other by-products in large quantities. Socony is an outgrowth of the Bartless-McGuire Refinery established in the late 1920's.

(24) CONTINENTAL ROLL & STEEL FOUNDRY CO. PLANT *(open 9-5)*, 4407 Railroad Ave., East Chicago, formerly the Hubbard Steel Foundry Co., is the only plant producing iron rolls west of Ohio and the largest in the country. In this plant was manufactured machinery of the new strip mill for the Gary tin plate plant of the Carnegie-Illinois Steel Corp. Original capacity of the plant, 3,600 tons annually, has been increased to more than 40,000. The firm contracts for complete jobs of rolling mill equipment, including pattern work, castings, machining, and assembling and in many cases engineering, also.

(25) GEORGE B. LIMBERT CO. PLANT *(open 9-5; write or call general superintendent for appointment)*, 504 W. 145th St., East Chicago, is a red brick building, 300 by 500 ft., in which are fabricated power plant piping, forged steel flanges, and fittings used by power plants and oil refineries both in the States and abroad. One of the oldest plants in the region, the factory was established in 1903.

(26) PLANT OF THE EDWARD VALVE & MANUFACTURING CO., INC. *(open 9-5)*, 1200 W. 145th St., East Chicago, covers 19 acres. Included in the buildings are chemical, physical, and metallurgical laboratories, three machine shops, a foundry, and forge shop, pattern shop, and a tool and die shop, affording self-sustained production. High pressure and high temperature valves are specialties of this plant. Their products include steam non-return valves, blow-off valves, feed line stop-check valves, stop valves, atmospheric relief valves, and globe and angle stop valves in cast and forged steel for all pressures from 250 pounds up to 2,500 pounds, working steam pressure at temperatures up to 1,000 degrees Fahrenheit.

(27) The UNION METALS PRODUCTS CO. PLANT *(open 9-5, write or call general superintendent for appointment)*, 4527 Columbia

Ave., Hammond, contains several long industrial brick and metal buildings, where steel ends and other parts for freight cars are manufactured.

(28) U. S. REDUCTION CO. PLANT *(open by permit 9-5, write or call general superintendent for appointment)*, NW. cor. of Chicago Ave. and Melville Ave., maintains a battery of seven furnaces. Alloys of many kinds are produced, as well as unalloyed aluminum ranging up to 98.99 per cent and 99 per cent pure. Largest consumers are steel manufacturers who use aluminum for deoxidizing purposes, and foundries producing castings.

(29) CITIES SERVICE OIL CO. PLANT *(open by permit only)*, SW. cor. of Cline Ave. and Chicago Ave., East Chicago, subsidiary of United Service Co., occupies 372 acres known as the Baldwin site. Enclosing the grounds are 3½ miles of a 6 ft. high cyclone fence. Within the grounds are to be seen row after row of huge oil tanks some of them with 134,000 barrel capacity, the main office building, change house, oil stills, garage, laboratories, machine shop, and warehouse. There are also a "cracking" plant, a topping plant, and a boiler house. This refinery was established in 1929 with a 25,000 barrel daily capacity plant. It was constructed almost in its entirety by regional products and firms.

(30) The SHELL PETROLEUM CORP. PLANT *(visited by appointment only)*, between Indianapolis Blvd. and Kennedy Ave., Hammond and East Chicago, occupying a 461 acre tract, is one of the major refineries of the country. A portion of the company's holdings, the "tank farm" and office, lies in East Chicago (Michigan St. is the dividing line). The refinery proper is in Hammond. The plant (daily capacity, 30,000 barrels), one of the latest petroleum refineries to enter the Calumet Region, employs the most advanced scientific and technological processes. Crude petroleum, raw material of the refinery, is brought by pipe line from the oil fields of the southwest, and the output, which is transported by ship, is conveyed by pipe line to the corporation's loading wharf at Indiana Harbor. Sulphuric acid required in the operations of refining crude petroleum is brought into the works by a specially constructed pipe line leading from the nearby Grasselli chemical plant.

(31) The U. S. S. LEAD REFINERY INC. PLANT *(open 9-5; guide furnished)*, 5300 Kennedy Ave., East Chicago, is housed in industrial buildings of brick and structural steel on an 80-acre site. A subsidiary of the United States Smelting, Refining and Mining Co., this plant produces refined lead for manufacturers of paint, cable, storage batteries and plumbing supplies. The basic raw material, lead, is refined by the Bett's electrolytic process.

(32) The SUPERHEATER CO. PLANT *(visited by permit only)*, 521 W. 151st St., East Chicago, is housed in a group of brick and steel buildings with tile roofs which cover 3½ acres, while the total acreage of the entire plant is 12 acres. Steel tubings and castings are transformed into Elesco steam superheaters for locomotives, marine, and stationary

boilers, feed water heaters, and pipe coils. Largest consumers of the products of this plant are railroads and utilities in the United States, although some foreign firms are supplied.

(33) The GRAVER TANK AND MFG. CORP. PLANT *(open 9-5; guide furnished)*, 4809 Tod Ave. (extends to Railroad Ave.), East Chicago, is the pioneer industry of the Calumet Region. While oil tanks and other tanks are the chief product of the plant, general steel plate, oil refinery equipment, water softeners and filters are also manufactured. Early tanks produced were heavy and clumsy; today's products are of light weight steel with metal joints sealed under caulking hammers. Some tanks have a capacity of 500 barrels; others hold 80,000 barrels. Smaller ones are manufactured in the plant; larger ones are fabricated at East Chicago and erected on the job.

(34) The CALUMET FOUNDRY AND MACHINE CO. PLANT *(open 9-5)*, 4801 Railroad Ave., East Chicago, comprises two large brick and steel buildings, where on seven acres of ground, grey iron castings are shaped for oil companies, packers, and car and automobile manufacturers.

(35) The FAMOUS MANUFACTURING CO. PLANT *(open 9-5)*, 4722 Railroad Ave., East Chicago, balers and general machinists, was one of the first industries. The company machines steel and casting to suit the needs of the consumers, obtaining raw materials from nearby steel mills.

(36) ALBERT GIVEN MFG. CO. PLANT *(open 9-5)*, 1301 W. Chicago Ave., East Chicago, is an example of the diversification of industry in the region. The plant manufactures men's trousers, its equipment consisting of more than 300 machines. Albert Given, founder, was a pioneer resident of East Chicago.

(37) The SUBSTATION OF THE NORTHERN INDIANA PUBLIC SERVICE CO. *(not open)*, Chicago Ave., at Columbia Ave., Hammond, is one of several sub-stations of this company which provide electricity, gas, and water for 270 communities in the northern 12,000 square miles of Indiana. It is a stockholder in the huge State Line Generating Corporation plant, one of the largest of its kind in the world, and owns a steam generating station at Michigan City which has a capacity of 64,000 kilowatts, as well as several minor hydro-electric plants. It has more than 20 commercial gas storage holders, a transmission system of more than 300 miles of main, and a distribution system of more than 1,400 miles of main.

(38) LA VENDOR CIGAR CO. PLANT *(open 9-5)*, 4605 Hohman Ave., Hammond, daily manufactures by hand thousands of La Vendor cigars. The plant, which is 37½ by 80 ft., was erected in 1914. It is a union hand factory. Cuttings, a by-product of the plant, are shipped to companies that specialize in cigar clippings.

*Steel, Dripping Like Flame-colored Syrup in Gary Steel Mills*

*Ingot of Hot Steel Being Lifted from Soaking Pits in Gary Steel Mills*

(39) W. J. HOLLIDAY CO. PLANT *(open 9-5)*, 137th St., and Wabash Ave., Hammond, is an expansive steel warehouse serving an Indianapolis firm of the same name.

(40) PLANT of the FEDERAL AMERICAN CEMENT TILE CO. *(open 9-5, appointment by writing or calling general superintendent)*, 24 Marble St., Hammond, is a steel and brick fireproof building, in which are manufactured reinforced concrete roof slabs, a combination of steel, woven wire, sand, and cement.

(41) PREST-O-LITE CO. PLANT *(open 9-5, appointment by calling or writing general superintendent)*, 19 Marble St., Hammond, a warehouse-type brick building, manufactures acetylene.

(42) The CHAMPION CORP. PLANT *(open 9-5)*, 4714 Sheffield Ave., Hammond, housed in a group of one-, two- and three-story concrete and steel, and red brick buildings, manufactures machines for the planting and digging of potatoes and for the spraying of plants. Mechanical devices for drainage and irrigating systems also are produced. Ninety per cent of its raw material, steel, is of local production.

(43) The PLANT OF THE AMERICAN STEEL FOUNDRIES *(open 9-5, appointment by calling or writing general superintendent; guide furnished)*, 4831 Hohman Ave., Hammond, a fabricating and machining plant, consists of 29 buildings, five main manufacturing buildings and 24 auxiliary buildings, each of structural steel, monitor type, with corrugated iron sheathed sides and roofs. The foundry has an annual capacity of approximately 35,280 tons of common brakes, clasp brakes, draft gears, and roller bearings for railway equipment and other purposes, and of rail joint bars for railroad tracks.

About where the office building now stands, was once the home of Ernst Hohman, the first settler in the immediate locality and the man from whom the avenue on which the plant is located takes its name. The works was established in 1897 as the Simplex Railway Appliance Co., and as "the Simplex" the plant is still popularly known.

(44) UNITED BOILER HEATING AND FOUNDRY CO. PLANT *(open 9-5)*, 4908 Hohman Ave., Hammond, a jobbing-manufacturing business, sprawls over 5.2 acres on the bank of the Grand Calumet River where the latter passes under the Hohman Ave. bridge. Buildings, with 80,000 sq. ft. of floor space, are separated to reduce fire hazards but are connected with overhead traveling or other cranes. Activities range from building of stacks and fashioning of gutters to fabrication of structural iron, plates, and ornamental iron and general sheet metal work, its main outlet being the mills of the Calumet Region. Some products are shipped to Europe.

(45) NOWAK MILLING CO. PLANT *(open 9-5)*, 5009 Calumet Ave., Hammond, in 1918 took over the closed-down plant of Hammond Distillery. Business consists of conversion of grains into foods for horses, cattle, and poultry, and much of its trade is in adjoining States.

(46) HIRSCH SHIRT CORP. PLANT (L) *(open 9-5)*, 730 Hoffman Ave., Hammond, utilizing 100,000 sq. ft. of factory space and the services of 250 women and 50 men, disposes of its products (a line of men's shirts) directly through canvassing salesmen, eliminating jobber and wholesaler.

(47) The PLANT OF THE SCREW CONVEYOR CORP. *(visited by permit only)*, 700-706 Hoffman Ave., Hammond, occupying a warehouse-type structure, specializes in the manufacture of screw conveyors and accessories, and elevator buckets. Products are used by grain elevators, flour mills, agricultural machinery manufacturers, cement plants, chemical plants, mines and smelters, cotton gins, and other industries that handle bulk granular material. Products have practically world wide distribution and are shipped as far as South America, China, Africa, Europe and Alaska.

(48) PLANT OF THE WELLER METAL PRODUCTS CO. *(open 9-5)*, 639 Hoffman Ave., a red brick factory-type building, is the home of a belt and link conveyor manufactory with national distribution.

(49) QUEEN ANNE CANDY CO. PLANT *(open 9-5; guide furnished)*, 632 Hoffman Ave., Hammond, a long one-story brick building, affords approximately 100,000 sq. ft. of working space to 700 girls, who mix, make, and package 100,000 pounds of assorted candies daily. Mountains of nuts, Brazils, pecans, cashews, walnuts, and almonds, are picked by fingers so amazingly swift that no machine yet devised can replace them.

(50) RIVERDALE PRODUCTS CO. PLANT *(visited by appointment only)*, State Line Ave., and Plummer St., Hammond, covering 9½ acres of land, manufactures (from packing house by-products) an assortment of animal foods. Greases used by soap manufacturers, bone-meal, meat scrap, are its chief products. The grease is extracted from the packing house by-products by the naphtha process.

(51) METZ FURNITURE CO. PLANT *(open 9-5)*, 252 Wildwood Rd., Hammond, in a large building formerly occupied by the Straube Piano Co., is the only furniture factory in the Calumet Region. Using chiefly walnut, mahogany, and blonde maple, this firm makes only dining room and dinette furniture.

(52) SOUTHERN WHEEL DIVISION OF THE AMERICAN BRAKE SHOE AND FOUNDRY CO. PLANT *(open 9-5)*, 6615 Columbia Ave., Hammond, a massive brick building in modern industrial design, is one of the largest foundries in the region.

(53) The CAMEL PLANT OF THE YOUNGSTOWN STEEL DOOR CO. *(open 9-5; guide furnished)*, 5032 Columbia Ave., Hammond, locally known as the Camel Works, manufactures car-door fixtures used in the fabrication of freight cars. The plant is built of steel and glass, 320 ft. by 190 ft. and is operated on the assembly-line principle, the raw material (steel sheets and bars) entering at the eastern end and

emerging as the finished product at the western. One of several plants owned by the parent company, it ships a maximum of 20,000 tons of finished products per year. Patents on essential devices give the parent company what is tantamount to a monopoly on its line.

(54) BEATTY MACHINE AND MFG. CO. PLANT *(open 9-5; guide furnished)*, 940—150th St., Hammond, is a brick and steel building in which metal-working machinery is manufactured. The plant gets its raw materials, iron, steel, bronze, and forging, from plants in the immediate territory, and sells in all States of the United States and foreign countries.

(55) LA SALLE STEEL CO. PLANT *(open 9-5)*, 1412—150th St., Hammond, is a modern mill specializing in steel of particular sizes and shapes. Here, 350 men are engaged in cold-drawing steel bars, a process similar to that of wire drawing. The annual output of the plant is approximately 100,000 tons.

(56) PLANT OF CHAMPION RIVET CO. *(visited by permit only)*, 5135 Indianapolis Blvd., East Chicago, occupies spacious brick buildings of the sawtooth type giving 150,000 sq. ft. of floor space. Using steel manufactured in the Calumet District, the plant specializes in rivets and railroad car forgings. Eighty-five men are employed, producing 10,000 tons of rivets and forgings annually.

(57) The AIR REDUCTION SALES CO. PLANT *(not open to public)*, 152nd St., and Indianapolis Blvd., East Chicago, manufactures compressed dissolved acetylene. Its basic material is calcium carbide. The East Chicago plant is one of a large number of similar plants owned and operated by the Air Reduction Sales Co.

(58) The BATES EXPANDED STEEL CORP. PLANT *(open 9-5; guide furnished)*, 5222 Indianapolis Blvd., East Chicago, is the conventional factory type building, steel frames, brick and steel sheeting. Steel poles, steel transmission and flood light towers and steel joints, used chiefly by public utilities and building trades, are manufactured. Most of the expansion of steel shapes is done by electrically driven machinery.

(59) PULLMAN STANDARD CAR MFG. CO. PLANT *(open 9-5, on appointment by writing or calling general superintendent)*, 1414 Field St., Hammond, a huge plant occupying 360 acres, was built by Eastern capitalists as the Standard Steel Car Co. in 1906, to build railway passenger and freight cars. In 1930, the Pullman Co., long engaged in similar activities, purchased control of the Standard and was forced, because of lack of orders, to close the plant. It now maintains only a sufficient force to police the works and to keep them in operating condition.

(60) The PLANT OF THE CITIES CONSTRUCTION CO. *(open 9-5)*, 1834 Summer St., Hammond, specializes in underground construction work with operation extending into six states. The laying of underground waterworks, telephone conduits, pipe lines, sewers, and electrical transmission lines constitutes its principal activities.

(61) PLANT OF THE HOESS MANUFACTURING CO. *(open 9-5; guide furnished)*, 1818 Summer St., Hammond, embraces three buildings of industrial design, where steel, iron, and brass castings are machined to micrometric accuracy. Both raw materials and use of products are almost exclusively local.

(62) The METALS REFINERY CO. PLANT *(visited by permit only)*, 1717 Summer St., Hammond, a division of the Glidden Co., embraces ten factory buildings and an office building on 20 acres of land. The plant manufactures lead alloys for type metals, babbitts, and grid metals, lead oxides (litharge and red lead), cupric and cuprous (copper) oxides used in anti-fouling and ship bottom coatings, pure copper powder used in manufacture of generator brushes, oil-less bearings, and brushings. Powdered tin and lead are subsidiary products. The basic raw materials are corroding lead and lead by-products from mines in the western part of the United States. A smelting process is used in the production of lead and lead alloys; for the lead oxide the raw material is oxidized and then milled.

(63) CALUMET STEEL CASTINGS CORP. PLANT *(open 9-5)*, 1636 Summer St., Hammond, occupies three steel and concrete buildings and brick office. Producing by modern, electrical methods 150 tons of steel castings, this plant employs 60 foundry workers.

(64) CENTRAL RAILWAY SIGNAL CO. PLANT *(open 9-5, guide furnished)*, 1301 Summer St., Hammond, comprises forty-three buildings, and produces flares, track torpedoes, and railway safety signals. The flares are designed to burn a predetermined time with an intense light, visible through heavy fog. Recent additions to the line are a highway flare to mark stalled autos and trucks, and a flare for use on flying fields.

## ENVIRONS OF THE CALUMET DISTRICT I

Unlike the Calumet Region proper, the environs of the district have a history very nearly as old as that of Chicago and, from the standpoint of the hopes and ambitions of its early settlers, just as rich.

Left from Ridge Road in Gary (US 6), is the Liverpool Road, a macadam stretch that, following an old Indian trail, winds through a wild, deeply wooded area to the ghost town of Liverpool. Here is the SITE OF THE FERRY ON DEEP RIVER, a point where an abrupt bend in the river slowed down its rapid current to such an extent that sand bars were formed. The place became widely known as The Ferry and was used first by the Indians and later by the pioneers. In 1835 a tavern was built here by Abner Stillson, Jr. The following year a town was platted by Henry Fredrickson, Nathaniel Davis, and John B. Chapman, who had purchased "floats" (land laid in the name of an Indian) from the Indians. George Earle of Falmouth, England, later bought the town site, naming it Liverpool. For a time boats carrying produce between the Chicago area and this district navigated the river.

In 1839 Earle obtained the location of the county seat for Liverpool and construction was started on the first courthouse, a log structure. In 1840, however, rival interests succeeded in having the county seat moved to Crown Point. In the years that followed, Liverpool became a ghost city. The SITE OF THE FIRST COURTHOUSE IN LAKE COUNTY has a marker, erected in 1937 by the Lake County Historical Markers Commission and the Indiana State Highway Commission.

CAMP 133, a waterside village resembling a summer resort, today occupies the site of the old town. It is so named because 133 was the number of the local theatrical employee's union whose members established the camp in 1913. Nearby is Earlewood, the estate of the descendants of George Earle.

East Gary is a village made up of old homes occupied by early residents and of modern bungalows occupied by persons employed in the industrial cities to the west. Established in 1851 as Lake Station, the western terminus of the Michigan Central Railroad, this was the first railroad station in Lake County. The Michigan Central erected railroad shops and a two-story depot, and built a park. In the spring of the following year, George Earle had the townsite platted and recorded, and Lake Station soon became a shipping center for the entire county. Prior to this period, it had been a terminal from which two Indian trails led to Fort Dearborn; later, during the wet seasons, the Fort Dearborn-Detroit Stage Coach route had passed through here.

In East Gary is the ARTHUR PATTERSON MUSEUM, housed in a modest dark green frame dwelling occupied by the Patterson family. Indian artifacts found in the vicinity, maps of early Indian trails, pages of old stories relating to the district, and botanical specimens are in the Patterson collection. A short distance from the museum is AUDUBON INN, a long rambling frame building standing flush with the sidewalk. Its great age is indicated by an outside rear stairway and multi-paned windows. A spacious lawn is back of the dilapidated old 16-room building.

RIVERVIEW PARK, an historic spot on Deep River, was a favorite "dancing ground" for several Indian tribes who followed the Santa Fe Trail. During Civil War days it became the summer residence of a wealthy Chicagoan, Col. Edmond Jessen, well-known lawyer. After the colonel's death, his brothers-in-law, Carl Schurz, publicist, and Daniel W. Voorhees, legislator, became owners of the property. It was later purchased by East Gary for a park. On the grounds are recreational facilities and playground equipment.

Hobart, said to have been first settled in 1837, is one of the oldest communities in Lake County. It was platted in 1849 by George Earle, who named it in honor of his brother in England. Construction of the Michigan Central Railroad and establishment of Lake Station (East Gary) in 1851 greatly affected Hobart; it became a trading center for the northern part of the county.

Here, in 1846, George Earle built a home, a rambling cottage, patterned after an English country lodge. He imported vines, shrubs, and flowers from his native England to plant a garden which completely surrounded the dwelling. The SITE OF THE GEORGE EARLE HOME is on Front Street, between Main and Center. Nearby is the SITE OF THE GEORGE EARLE ART GALLERY, which was a small frame building erected to hold a collection of 300 oil paintings, some of which were copies of masterpieces but most of which were original paintings made by himself and other eastern artists. The collection became scattered after Earle left Hobart, but the Unitarian Church of the town contains some of the best.

In 1858 the Pennsylvania Railroad was built through the village, and two years later a brick yard was constructed north of the tracks, which for a number of years had the largest kilns in the State. In 1889 Hobart took on the status of a town, and in 1923 it adopted a city form of government. Today it is an attractive suburb whose population is largely a commuting one. Its one industry is the National Fireproofing Company, makers of terra cotta and tile.

Hobart's LAKE GEORGE was formed by the construction of a dam across Deep River to furnish water power for a mill that has been in continuous operation since 1846. Lake George has a municipal bathing beach, slides and playground equipment for children. The lake, stocked by the Department of Conservation, provides good fishing.

OLD HOBART MILL, North Main and Front St., on the shore of Lake George, is a three-story frame structure, rising high above the large willow trees surrounding it. Built by George Earle, the mill began operation in December, 1847. It was first started as a saw mill and in 1870 was remodeled into a grist mill. The original timbers are still in good condition, many of them hand hewn logs, two feet square, pinned together with wooden pegs. The gabled roof, with its cupola, and the small-paned windows of the structure date it architecturally.

Between Hobart and Valparaiso (15.8 m. out of Hobart) on US 6, a gravel road goes past the JOSEPHUS WOLF HOME. Built in 1876, this 18-room brick house has as its predominate exterior feature, an elaborate cupola. Josephus Wolf was an Indiana pioneer, arriving in the State in 1832 from Athens Co., Ohio. In 1849, during the Gold Rush, he went to California, returning to Porter County in 1851. He purchased 4,500 acres of land. The house is in the center of his former holdings.

Several miles farther on is BUTTERNUT SPRING (*open—adm. 25c)*, which was an old Indian watering place, according to tradition, regularly visited for its medicinal value by several tribes of Indians. The waters of the spring originally emerged from the earth near a huge butternut tree, of which only the stump remains. Today the spring is the center of a privately-owned recreational area, including an artificial lake, game preserve, formal gardens, and tennis courts. On the lake, formed by constructing a dam across Salt Creek and privately stocked with game fish, are wild mallard ducks and Chinese swans. Over the waters, rustic arched bridges accent the lake's beauty. The heavy timber of the game preserve shelter rare fowl and animals. The formal gardens, called the Delphinium Dells in season (June) are lovely. To the rear of the gardens are Indian burial grounds, the mounds, their location marked by a strangely shaped tree, bent like a camel's hump by the Potawatomi Indians. A room in the home is filled with an exhibit of arrow heads and Indian relics. On the grounds is the South Chicago Y.M.C.A. summer camp.

Valparaiso is a charming and friendly university town, the county seat of Porter County. Built near the crest of the Valparaiso Moraine, the town, on undulating land, is given an individuality by its sloping tree-arched avenues and terraced lawns. Distinction also is given the city by the buildings and campus of Valparaiso University, by a handsome courthouse, and by the many fine old Victorian residences. While the main street is typical of any older midwestern town, the general atmosphere of Valparaiso is that of an old college town.

In the center of the square, upon an elevation, is the remodeled Indiana limestone COURTHOUSE, the old one having been ruined by fire Dec. 27, 1934. Extending three stories above an English basement, the present structure exhibits a Gothic tower with four ultra-modern clock faces. On the north and south sides of the building are balconies with balustrades, supported by six monolithic columns.

Valparaiso, originally called Portersville, was organized in 1836 by the Portersville Land Company to secure the location of the Porter County seat. In 1837, a party of sailors stopped overnight at Hill's Tavern and after entertaining the natives with stories, one suggested that since the county was named for Commodore David Porter, who was in command of the *Essex* during a battle near Valparaiso, Chile, it would be appropriate to name the county seat after that town. The suggestion was accepted.

Valparaiso is celebrated in the mid-west for its chain of seven lakes, surrounded by summer resorts and visited annually by thousands of Chicagoans and midwesterns. It possesses a world famous telegraph and radio institute, and produces 80 per cent of the permanent magnets used in the United States. It has one of the six mica-insulation plants, a bakelite plant, and a die-casting works.

VALPARAISO UNIVERSITY (once nationally known as the Poor Man's Harvard), dates from 1859, when the Valparaiso Male and Female College was established. As a result of the Civil War, classes at the college were suspended in 1869. On Sept. 16, 1873, Henry Baker Brown reopened the college as the Northern Indiana Normal School and Business Institute. He was joined in 1881 by Oliver Perry Kinsey and in 1900 the name was changed to Valparaiso College. In 1907, the present name was adopted. By 1915-16, the University had an annual enrollment of 6,000. The Lutheran University Association bought the institution in 1925. The grounds comprise 43 acres; there are seven buildings in Victorian architectural design.

An architecturally interesting residence is The LOGAN HOME, 505 Campbell St., built during the Civil War. The large brick residence of Georgian architecture was built by Benjamin Logan, minister of a Valparaiso church. Immediately south of the Logan Home are two other large brick homes of the same period.

At 452 Campbell St. is the T. E. A. CAMPBELL HOME, a stately brick house surmounted by a square observatory. With the grounds, this house follows the southern plantation style.

The ADAM S. CAMPBELL HOME, on State 2, one and three-quarters miles east of the courthouse, was built in 1833. Constructed on Georgian-Colonial lines, four large square rooms below and four above, the house formerly faced the Old Sauk Trail, but the new highway, running between the house and the stables, flanks the rear of the house. Under a pine tree on the grounds of this home in 1841, the first Blue Lodge of Free Masons was organized. The house is occupied by a great-granddaughter of the builder. The old Campbell private cemetery, about twenty rods north of the highway, is surrounded by a brick and concrete wall.

The PORTER HOME, NW. cor. Erie and Locust Sts., of solid oak timbers, was built in 1838 on the highest elevation in the city, known as "The Hill." The well-preserved house of two stories, containing six rooms, was built by Dr. George Porter.

The FARRINGTON HOUSE, SE. cor. of Union and Linwood Sts., built more than three-quarters of a century ago, is of Georgian-Colonial design. The frame house of 12 rooms, once beautiful, has deteriorated. Today, it is occupied by a chemical company.

Architecturally eccentric is the EIGHT-SIDED HOUSE, 156 Garfield St. containing eight rooms, eight gables, and eight sides. At 355 Garfield St., is said to be one of four ROUGH BARK MAGNOLIA TREES, north of the Mason-Dixon Line.

SITE OF CIVIL WAR RECRUITS CAMP, Sugar Loaf Mound, SW. part of town, is marked by a boulder and tablet.

The ERASMUS BALL HOME, Campbell Road at Hass St., built more than 70 years ago, is of Georgian-Colonial design. The house as originally constructed contained 12 rooms, in addition to halls, attic, and front and rear stairways.

The OLDEST HOUSE IN VALPARAISO, the Dr. Seneca Ball Home, 206 Institute St., erected in 1834, also follows the Georgian-Colonial design. This house formerly stood at Lincolnway and Franklin Sts. Other homes following Colonial lines are the G. Z. SAYLER HOME, Willow St., off Washington, built in 1835, and the LORENZO FREEMAN HOUSE, NE. cor. of Chicago and Washington Sts., built in 1849.

HALF HOUSES, located at 504 and 705 LaFayette St., were once a 21-room plantation type residence, built by Myron Powell, a wealthy Virginian. After his death, the house was divided in half.

BROWN HOUSE, NE cor. Jefferson and Morgan Sts., occupied by W. B. Brown, founder of Valparaiso University, is a 22-room frame structure with many dormer windows. A spacious landscaped lawn forms a perfect setting for this old home.

About five miles east of the intersection of State Roads 6 and 49 the GRAVE OF CHARLES OSBORNE is in a pioneer cemetery. Osborne, who died in 1850, for years the minister of the Friends Church, Economy, Wayne County, Indiana, was one of eight men who organized the first abolition society west of the Alleghenies. The society was formed in an obscure Tennessee settlement in 1815. All of the founders moved to Wayne County, where they again took up agitation against slavery. As president of the Society of Friends, Osborne was author of numerous anti-slavery articles printed by Buxton and Walling, 1826, Richmond, Indiana; S. Smith, printer, Centerville, Indiana; and the *Free Labor Advocate* and *Anti-Slavery Chronicle,* Newport (now Fountain City). One of his last articles opposing slavery was printed by B. Vaile, Centerville, Indiana, 1849 (in Library of Congress). A highway marker directs attention to the grave.

Deep River, is a small settlement on US 30 along the river of the same name, founded by John Wood in 1836, who, believing it an ideal location on the stream, entered his claim. After erecting a log cabin, he returned East to bring his family. In 1837, Wood erected a saw mill and the following year a grist mill, the first in Lake County, which did large business and in time became a flour mill. The red brick mill still stands. Homes were built for a family village. The settlement thus started was first called Woodvale but later was known as Deep River, this being the name of the post office. The one part of the village that remains as designed by the founder, John Wood, carefully laid out by him in 1836, is the Woodvale Cemetery. The Old Settlers and Historical Association in August, 1924, erected and dedicated a marker to John Wood.

Also, in Deep River is a great mound, supposed to have been built by Indians. Many arrow-heads and other relics have been found in this vicinity.

WOOD'S MILL in Deep River, a two-story red brick building built in 1837, is still standing, seemingly in good condition. Its two runs of stone and eight sets of rolls once ground twelve bushels an hour. Nearby are several ancient trees, fitting background for the historic mill. In 1939 the mill and surrounding acreage was purchased by the State highway department for an historical parkway.

About three miles east of Deep River, off US 30, an unpaved road leads to the HOOSIER'S NEST, site of an inn built in 1834, by Thomas Snow. This inn was listed in the *Ohio Gazetteer* (1835) as "The Hoosier's Nest." It was from this inn and its activities that John Finley received inspiration for his poem "The Hoosier's Nest," which was printed in 1833. The poem is in part:

> "The stranger made a hearty meal
> And glances 'round the room would steal.
> One side was lined with divers garments,
> And other spread with skins of varmints;

> Dried pumpkins overhead were strung,
> While venison hams in plenty hung.
>
> "Two rifles placed above the door
> Three dogs lay stretched upon the floor—
> In short the domicile was rife
> With specimens of Hoosier life."

Almost five miles out of Deep River, also off US 30, another unpaved road leads to the SITE OF WILSON MILL, which was erected in 1837. It was purchased and improved in 1840 by Amos Wilson. A marker near the highway directs attention to the site.

Merrillville is a one street village, its old houses, its brick schoolhouse, and its few business buildings built on either side of the old Main Road (later Lincoln Highway and now State 330). One of the oldest and best known fish houses in the region is in this village. The town was formerly the site of a populous Indian village. In 1835, Jeremiah Wiggins located his claim on a wooded point of land near the center of Merrillville, and it was known as Wiggins Point until the time of his death, 1838. Later the name of Centerville came into favor for the small community that had grown around Wiggins' claim. This name was eventually changed to Merrillville in honor of Dudley Merrill who opened a cheese factory in the town.

Merrillville is the SITE OF McGWINN'S VILLAGE, an Indian village occupied by Potawatomi as late as 1834. There was a burial place nearby and ceremonial dancing floor whence sixteen trails diverged.

The SOLOMON ZUVER HOME is the second oldest house still standing in Lake County. The building is about 18x24 feet with old fashioned square windows. It was built before the Gold Rush of '49. The original walnut log construction is now covered with modern siding.

The SITE OF THE CALIFORNIA EXCHANGE HOTEL. The hotel was once a favorite stopping place for forty-niners—hence its name. The hotel was built to provide food and lodging for travel-stained trappers, hunters and business men on their way to Chicago to dispose of their furs or to transact necessary business. The hamlet, at that time, was described as an "Indiana Garden of Eden" because of the rich flora throughout the community.

Turkey Creek is a hamlet that looks as if it had been transplanted bodily from some German province. The brick church and rectory, well shaded, the well-kept homes, and the surrounding pastoral beauty contribute to the charm of the town. In 1834, a man remembered only by his surname of Winchell began construction of a saw mill on Turkey Creek, at what is now the intersection of 63rd Ave. and Harrison St. The mill was not completed but a German settlement grew up around the site. In 1852, a stone Roman Catholic church, SS. Peter and Paul, was established. The Turkey Creek Country Club *(open—fees 75c)*, containing an 18-hole golf course and a clubhouse, is on the banks of a creek, also called Turkey Creek, that winds through the village.

## ENVIRONS OF THE CALUMET II

HIGHLAND, so named because of its location on a high ridge of dunes, is a Dutch community. Neat, scrubbed-looking homes, orderly gardens, greenhouses, and nurseries are retentions of Dutch characteristics. Formerly US 6 was on the same level as the village, but today it ascends a rather long and high viaduct, leaving the center of Highland on the old low road. Visible are the roofs of the quaint stucco Town Hall, the Christian Reformed (Dutch) Church, and "A School for Christian Instruction." The village, spread over nine square miles of territory on either side of the highway, consists mainly of modest brick and frame bungalows. In summer, the highway is lined with roadside stands of fresh vegetables, fruits, and flowers. The town is served by the Erie, Chesapeake and Ohio, and the New York Central railroads and by the South Shore Bus System. Three well-equipped trailer parks are on the highway within the Highland city limits.

WICKER MEMORIAL PARK *(clubhouse, open; 18-hole golf course, tennis courts, athletic fields, riding stables, picnicking grounds with outdoor furnaces)*, about three miles from Highland, is one of the few township owned parks in the State. Here 232 acres of half-wooded, half prairie land has been made into a recreational center for the several cities of North Township, Whiting, East Chicago, Hammond, Munster, and Highland. A yellow brick clubhouse of Spanish-type architecture on the grounds is one of the most impressive clubhouses in the county. In 1925 a group of Hammond, Whiting, and East Chicago men bought in their own names this land lying south of the Little Calumet River. They assessed themselves $8,000 each, or a total of $128,000, the remainder of the purchase price and cost of improvement being financed by borrowings and in other ways. After the acreage was made into a park, North Township bought it, no profit being taken by the group of men. On June 14, 1927, President Coolidge formally officiated at the dedication of the park as a World War Memorial. Since the grounds had long been known as Wicker Grove, for the owner, Carrie M. Wicker, the park was called Wicker Memorial Park.

Munster is a Dutch settlement; the houses of the town, extending four miles along the highway, are built on the ridge of dunes (L) and on the gently sloping fringe of the Calumet marshlands (R). In summer, the low, fertile, and at times partly submerged marshlands of the Little Calumet River are colorful with flower and vegetable gardens; open air markets on the highway display produce. Flanking the highway also are the public buildings, a modern brick public school building, a town hall (brick with stone trimming), a Christian Reformed (Dutch) church (1876), a parochial school, and Mount Mercy Sanitorium. Munster was named for a pioneer settler, Jacob Munster, who, with Cornelius Klootwyk, Dingemen Jabraay, Antonie Bonevman, came to the site in 1855 from Rotterdam, Holland.

At Columbia Ave. and US 6 is the SITE OF THE BRASS TAVERN, built in 1847 by Allen H. Brass and his wife, Julia Watkins Brass, to cater to the travel that passed to and from Fort Dearborn. The only telegraph office in the region was housed in this tavern, and it was here that news of the assassination of Abraham Lincoln first came to Lake County. The structure was destroyed by fire in 1909. A marker erected by the Daughters of the American Revolution calls attention to the site.

Dyer, a pleasant hamlet through which Plum Creek meanders, is distinguished for its uniformity of architecture, most of its buildings having been erected in the middle of the last century. Decorative cornices, some straight and simple, some arched and ornate, surmount all windows and doorways. Dyer was on the Old Sauk Trail; in 1838 a tavern, the State Line House, was erected on the site now occupied by the Dyer Hotel. In the early nineties, A. M. Hart, Philadelphia publisher, after buying 17,000 acres of land in the vicinity, instituted a system of drainage, known locally as the Hart Ditch, and Dyer became the center of trade for the reclaimed agricultural territory. Elevators and creameries were built.

One of the old Dyer Flour Mills is still standing at the north edge of the town. Originally, in the late fifties, the mill was used as a distillery by Tuthill and Swartz. Later the Dubrieul brothers, August and John L., were proprietors of the distillery, making molasses out of sugar cane. Closed after the Civil War by the Government, because of the brothers' refusal to pay a tax, the building was then fitted up as a grist mill and as such is still in use. Nearby is an interesting example of mid-west architecture of the eighties, a white frame residence flush with the sidewalk. Formerly owned by John Boos, an early resident, the east section of the north facade of the house exhibits ornate cornices over the windows and doors, while the west section of the same facade has simple arched cornices over the windows.

(Two blocks right on the Lincoln Highway, US 30, in Dyer is the Indiana-Illinois boundary line, where a highway historical tablet, erected in 1937, marks the line and gives historical items concerning the State of Indiana.)

The Lincoln Highway coincides with the Great Sauk Indian Trail followed by Indians from Illinois to Detroit and Malden (Amherstburg) for the annual gift of presents from the English. The view down US 30 in Dyer is dominated by the spires of St. Joseph Roman Catholic Church (R); tall maple and elm trees line the highway through the town. Adjoining the church is St. Joseph Catholic Cemetery and a new parochial school, dedicated May 1, 1939, by Bishop Noll of Fort Wayne.

East of Dyer the highway follows a ridge (R) known geologically as GLENWOOD BEACH, one of the three prominent ridges that were the various shore lines of the glacial lake geologically known as Lake Chicago. The lake was completely drained by the eroded channel in the Valparaiso Moraine.

A short distance out of Dyer begins the Old Ideal Section of Lincoln Highway. This section was selected for an experiment in ideal highway construction because it was "the most beautiful part of the Lincoln Highway" in the United States. A bronze tablet bench is dedicated to Henry C. Ostermann, who was active in the Lincoln Highway Association.

St. John was the home of the first (1843) Catholic church in Lake County, now within the Lake County Fairgrounds at Crown Point. The first German immigrant to Lake County, John Hack, settled on the site of St. John in the 1830's and established the church. With a Catholic church, a parochial school, and a cemetery along the highway, St. John today is still a village.

About a mile out of St. John on US 41, is encountered the CONTINENTAL WATERSHED, the divide separating the Mississippi Valley Basin from the Great Lakes-St. Lawrence Basin. Waters south of this line flow into the Kankakee River, thence to the Gulf of Mexico, those north flow into Lake Michigan. A state highway marker indicates the point at which US 41 crosses this divide.

Cook, called Hanover Center by its early (1855) German settlers, is a quiet village. Upon building of the New York Central R.R. through the hamlet, its name was changed to Cook, honoring a railroad official of that name.

A gravel road off US 41, two miles out of Cook, runs past the FRANCISCAN (Polish) SEMINARY, formerly the George Einsele Hotel, a large brick building with a Colonial portico. The seminary was dedicated April 21, 1938, by Bishop Noll of Fort Wayne. Opposite the seminary is Cedar Lake 18-hole GOLF COURSE *(open; fees 50c on week days, 75c on Saturday, $1.00 on Sundays)*. A new yellow frame clubhouse offers restaurant services.

About a quarter of a mile farther on is the SITE OF THE OLD BALL ESTATE and SITE OF THE FIRST SCHOOL IN SOUTHERN LAKE COUNTY, now the LeGrand T. Meyer Manor *(open)*. The Ball estate, homesteaded in 1833 by Jacob L. Brown, was bought in 1837 by Hervey Ball, who was the cultural leader of the region for many decades. It was the center of church and school work; literary societies met here; books in the Ball library were available to all. A two-story log school was erected in the rear of the Ball homestead. Rev. T. H. Ball, son of Hervey, became the historian of Northwest Indiana. Two bronze tablets are on the Meyer lawn, one describing the influence of the Ball family, the other, the history of the passing of the estate from the Government to its present owners. At the end of a tree lined walk is Meyer Manor, of Georgian-Colonial design. Cedars on the grounds, according to tradition, are those for which Cedar Lake was named.

Across the highway is the OLDEST LOG HOUSE IN LAKE COUNTY. This two-story structure, recently restored after having been covered with clapboards, was erected by Aaron Cox, who settled on the site in 1835. It later became the property of the John Schubert family and with the adjoining land became known as the Schubert farm. To the rear of the house are the old Schubert cemetery and Schubert Lake.

CEDAR LAKE the best known inland resort in the region, is popular with visitors from many parts of the midwest, particularly Chicagoans.

A resort encircles the lake, a kidney-shaped, shallow body of water, 2.5 miles long by three-quarters of a mile wide, formed by a glacial recession. Before the white man came, Mus-qua-ack-bis (Cedar Lake) was a favorite camping place of the Indians. Natural beauty of the surrounding territory and abundance of game and fish attracted many of the first settlers in the county. Here David Horner, Doctor Calvin Lilly, Horace Edgerton, Adonijah and Horace Taylor, later leading citizens of the county, settled in 1835-37. Following the German revolution in 1848 many German immigrants settled around the lake. As early as the seventies, it became a summer resort; John and Nancy Binyon erected a hostelry that became famous in the Chicago region. In the early eighties Chicagoans began flocking to the lake during the summer, and numerous other hotels were built. Today, in addition to hotels, there are 3,000 cottages. Estates of settlers are occupied by their descendants. The Cedar Lake Conference Grounds, on which the Moody Bible Institute holds its annual summer conference, are on the west side of the lake. The Monon and New York Central R.R. and the Greyhound Bus serve the resort.

About two miles farther on around the lake the road runs past the hill (R) on the crown of which was buried Obadiah Taylor, veteran of the Revolutionary War. The spot is called WEST POINT CEMETERY, although there is no sign of any other burials having been made. The site is now occupied by a hotel and other buildings. A highway marker (L) calls attention to the site and relates that Taylor (d. 1837) came to Cedar Lake from Massachusetts in 1836.

About three miles from Cedar Lake is the HENRY E. CUTLER MODEL FARM. Three hundred acres, once almost worthless, have been scientifically drained and developed to a high degree of productivity. Four large barns and a crib arranged in a paved barnyard, a four-room house of enameled brick where the milk, previously milked by machinery, is processed, and scientific chicken brooders are among the farm's equipment. The farm is noted in Indiana for its prize-winning cattle, mostly Holsteins. The farm, handed down from one generation to another, is the site of the log cabin home of the pioneer Cutler family. The first home built to replace the log cabin is still standing in the rear of the modern country residence, while a giant cottonwood tree, preserved since the log cabin days, shades the spacious lawn.

Lake Dale Carlia Rd. about a mile from the model farm, leads to DALE CARLIA LAKE. Where the road crosses Cedar Creek, a dam causes the creek to spill in little falls (L) into the lake. The south end of the lake is on the site of a mill pond where, in 1837, Judge Benjamin McCarty and Israel Taylor owned a saw mill. The northern end is held by the State as a fish hatchery. A summer resort comprises 200 acres and has about eight miles of lake front.

Three miles from the farm is CASTLEBROOK GOLF CLUB *(public 9-hole golf course; fees, Sundays and Holidays, 75c, Saturdays, 50c and weekdays, 35c)* with a modest summer cottage type clubhouse, rolling fairways, and large, well-trapped greens.

Lowell, a jobbing and shipping center for a rich agricultural district, is a pleasant rural town, at one time the largest in Lake County, first settled in 1835 by Samuel Halstead, who here entered, according to Lake County's Claim Register (still extant), a "Timber and Mill Seat." This claim was forfeited, to be purchased in 1848 by M. A. Halstead (1821-1915) of Rennselaer County, New York. Halstead built a saw mill and in 1852 erected a flour mill and platted the town. On Lowell's main business thoroughfare, Commercial street, is THREE CREEKS MONUMENT. Twenty-five feet high, with a 9-foot base, this granite shaft is surmounted by the figure of a Union soldier. On its four sides are engraved the names of 503 men and women from Eagle Creek, West Creek, and Cedar Creek townships, who served in the War of 1812, Civil, Mexican, and Spanish-American wars. The monument was dedicated June 9, 1905, by Governor Frank Hanley and Department Commander Lucas of G.A.R. Near the monument is the Lowell Carnegie Library, a yellow brick building with a red tile roof. The FIRST BRICK HOUSE in Lake County, the former Melvin A. Halstead home, is at 201 Main Street. The house, a two-story New England type structure, was the third house in Lowell.

Four miles out of the town of Thayer, following State 55, then the Jasper-Newton county road, is the CAMERON GAME PRESERVE *(open by request; see caretaker)*, a private experiment in restoring submarginal lands to their former flooded condition to induce wild waterfowl and game to return to their natural feeding grounds. The late William Cameron, a Scotch immigrant, president of the Cameron Car Machine Company, Chicago, about two decades ago purchased 135 acres along the Kankakee River and began his scientific experiment of restoration of the Kankakee swamplands. Artificial ditches, diverting the waters of the Kankakee River, are made to flood large areas. Botanical specimens, including wild rice, duck weed, and many others, are available. Wild game and waterfowl have returned. The preserve includes a beautiful plantation-type home. The site of the preserve was formerly known as Indian Island, for an Indian camp. In 1866 the Indian Island Sawmill Company built its mill on the island. During the first decade of this century the "island" was sold to Chicago sportsmen, who organized the Kankakee Valley Hunting club. After various drainage projects were completed, the area became worthless for hunting and trapping; the island lay idle until purchased by Mr. Cameron.

Hebron is a pleasant old village laid out by John Alyea as The Corners in 1844, near the site of Old Indian Town, two miles south along the Kankakee River. In 1845 it was renamed Hebron for a neighboring church. It was the center of the fur and game market in the days when the Kankakee region drew sportsmen from all parts of the United States.

Le Roy, a quiet rural village, is on the site of the land issued in 1855 by the government to Thomas McClarn. The village was once called Cassville, and, previously, according to tradition, "Ireland." It is known that a neighborhood school was called, the "Dublin School." This village, on the Pennsylvania Railroad, is a minor shipping center for grain and hay. There is a grain elevator, a lumber yard, a Methodist church, and a public school.

Crown Point is the one city in Lake County where there are mansion-like homes built in the preceding century, and age-old trees arching themselves gracefully over wide, winding streets. Named by Solon Robinson, a Connecticut Yankee, for Crown Point, New York, the city has been the county seat of Lake County since 1840. It was the first town in the county to be surveyed and platted (1840).

Private schools and institutes flourished in Crown Point, during its early history. Among these were the private school for young women established in 1856 by Mary E. Parsons, the private school established during the same period by Mrs. Solon Robinson, and the Knight Select School for Young Ladies, established in 1856 by two English women, the Misses Martha and Kate Knight. The first educational institute in Northwest Indiana was organized in 1865 by Timothy H. Ball in Crown Point at the intersection of East and North Streets. The site of the institute is now occupied by a public grade school.

The business section of Crown Point centers about a public square. LAKE COUNTY COURTHOUSE shaded by huge maple trees, is a dignified structure of red brick with stone trim. Its transitional plan is evident in the two wings added to the original (1878) center block. A high tower on the red tile roof contains the traditional court house clock, visible for miles in any direction. The business buildings facing the four sides of the square are chiefly one- and two-story structures representing several eras, some dating from the early seventies. In striking contrast are a few ultra-modern buildings.

Just off the square on S. Main Street is (L) the LAKE COUNTY CRIMINAL COURT BUILDING, a modern brick edifice whose arched and carved stone portal gives it distinction. Adjoining the court building is the official residence of the sheriff of the county, a two-story brick building with a deep columned porch, and back of it, extending to South East Street, is (R) the LAKE COUNTY JAIL. This is a three-story brick structure, connected with the court building by a covered bridge spanning the alley. The jail achieved nation-wide publicity when John Dillinger escaped by holding up his jailer with a wooden gun. In the same block (R) the MASONIC TEMPLE, a three-story brick building with a colonaded portico, the CROWN POINT PUBLIC LIBRARY, a red brick building, and two churches give a solid appearance to the street.

The red brick COMMUNITY HOUSE, 109 N. Court, a reproduction of early Virginian architecture, is used by local organizations for meetings and conventions, banquets, basketball tournaments, and roller skating. On the lawn are two markers erected by the Lake County Historical Society and the local chapter of the Daughters of the American Revolution, directing attention to the site of the FIRST CROWN POINT COUNTY COURTHOUSE and the HOME OF SOLON

ROBINSON. It was on this site that Robinson and his family pitched their tent, Oct. 31, 1834. The next day Robinson commenced cutting down trees to erect his cabin. In the rear of Robinson's cabin were the remains of an Indian garden and nearby a spring of water.

The LAKE COUNTY DETENTION HOME, 314 W. Joliet, an institution which serves as a temporary home for delinquent or homeless juveniles, is a new, rectangular, brick building surrounded by spacious grounds. Green grilled iron work embellishes the structure.

The LAKE COUNTY FAIRGROUNDS, SW. cor. South Court and West Greenwood Ave., cover 80 acres of wooded and pleasantly rolling land. Within the grounds is FANCHER LAKE, around which a race track has been laid. There are numerous substantial brick buildings for the housing of exhibits at the annual fair held on the grounds, and a small "zoo" is an attraction the year around. Headquarters of the local Boy Scouts is a log cabin which was the first Catholic church in Lake County. A covered wagon bridge spans the tiny creek that flows into Fancher Lake. This bridge, constructed in 1878 over a stream in Rush County and transplanted to the fairgrounds, through the interest of the State Highway Commission, is retained as a memento of an earlier generation.

Three miles from Crown Point, on State 53 is the LAKE COUNTY TUBERCULOSIS SANITARIUM, a large red brick hospital built on Georgian-Colonial lines. A semi-circular drive leads to the main entrance. Also on the landscaped 35-acre tract are a red brick Georgian Colonial house (the superintendent's home) and the nurse's home, a modern red brick building.

The GARY COUNTRY CLUB (private), about nine miles from the center of Gary on State 55, has a rambling white frame building surrounded by 135 acres of pleasantly wooded land and an 18-hole golf course. A small stream, Turkey Creek, flows through the grounds.

About a mile from the country club on State 55 a winding gravel road runs past historic BARTLETT WOODS FARM, at which the first meetings of local Abolitionists were held. Here a marker was unveiled August 26, 1922, to the memory of Barlett Woods, "an outstanding citizen and to his wife, Ann Eliza Sigler Woods, a typical pioneer woman."

## THE DUNE COUNTRY I

Stretching along the entire southern shore of Lake Michigan, and into Michigan, is a range of sand hills and dunes, one of the most interesting natural phenomena in North America. This dune country covers almost all of Lake and Porter Counties, and reveals a variety of topography, flora, and fauna, that has made it a mecca for scientists and tourists.

A part of the dune country has been turned into a State park, to preserve its scenic beauty and historical significance and to restrain the industrial expansion which in a short time undoubtedly would mar its beauty.

Although the section along the lake is the most noteworthy, embracing some of the highest and most unusual dunes in the world, the sand deposits farther inland also are significant, because they represent older and more developed topography, antedating the recession of one section (the Michigan lobe) of the Second Great Glacier, 20,000 or more years ago.

The characteristics of the physiography of the dunelands are divided into stages of deposits of rock and debris (a moraine) of the Michigan lobe of the last glacier which covered Indiana, and of the later sand deposits of a post-glacial Lake Chicago, which changed its shoreline with the advance and retreat of the glacier.

In its progress southward the Michigan lobe of the Second Great Glacier, hundreds of feet thick, scraped the earth clean to solid rock, and upon receding northward left a great mass of drift about halfway between the present lake shoreline and the Kankakee River. This drift—sand, boulders, and clay—is known as the Valparaiso Moraine. An aerial view of the dune country shows that the crest of this moraine has the highest inland elevation in Lake and Porter Counties, varying from 750 feet above sea level in Lake County to 900 feet in Porter County, cutting across the center of the two counties concentric with the Lake Michigan shoreline. It constitutes, in Indiana, the water-shed or divide between the Great Lakes and the Mississippi River drainage system.

Southward of this moraine, the land gradually slopes southward to the Kankakee valley, where sand deposits are also in evidence, being the result of the outwash of the Michigan lobe and other influences, such as the deposits of the post-glacial shore of Lake Kankakee, a shallow body of glacial water said to have been in existence during the same time as the post-glacial Lake Chicago.

This southern region of the two counties is mostly a broad valley of marshland and swamp, a treeless plain approximately 90 feet above the level of Lake Michigan. In Porter County it covers a greater area than in Lake, but the land is higher, more developed, some sections being grown over with trees and others under cultivation. More of this marshland is being drained and eventually it will be valuable for agricultural purposes. The soil is from three to five feet thick. Formerly, during rainy seasons, these swamplands were so inundated that it was difficult to trace the course of the sluggish Kankakee River.

The inner border of the Valparaiso Moraine is in evidence at Dyer, Indiana, about 15 miles from the shore of Lake Michigan. On the eastern side of Porter County it is about three miles south of the shore line. It extends about 17 miles across the two counties, covering nearly 485 square miles, the main crest being almost in a straight line from Crown Point to Valparaiso.

Most of the lakes in the two counties are of glacial origin and are near the main crests of the moraine. The most conspicuous of these is Cedar Lake (Lake of the Red Cedars), about 5 miles southeast of Crown Point.

The northward retreat of the Michigan lobe left a basin which accumulated water between the moraine and the receding glacier and formed a lake known to geologists as Lake Chicago. The waters of this lake at one period were about 60 feet above the present level of Lake Michigan. Retreat of the waters of Lake Chicago left a series of beaches which are definitely marked by high dunes. These beaches are conspicuous features of the topography. Because the most southerly of the three is best defined at Glenwood, Illinois, it is known as Glenwood Beach.

East of Dyer, Indiana, State 330 runs along the upper part of this beach at the foot of sand dunes which are from 10 to 30 feet high. A half mile west of Schererville, Indiana, the dunes of this shoreline are 30 to 40 feet above the beach. Farther east, where the beach line passes near Merrillville and Ainsworth, it becomes less distinct, and in Porter County it is difficult to trace.

The territory between the Valparaiso Moraine and the Glenwood Beach is now chiefly agricultural. Whatever sections remain uncultivated are grown over with small black oak and crab apple trees and shrubs.

After the Glenwood stage of Lake Chicago, the water drained almost completely through an unknown outlet, believed by some to have been at Green Bay. As the lake filled again, because of the melting of more glacial ice or the advance of the glacier past the outlet, the water of the lake rose to a point about 40 feet above the present level of Lake Michigan, and left a beach line about 20 feet below the Glenwood stage. As the beach has its foot about a mile from the Calumet River, it is called the Calumet Beach.

This beach is characterized by larger sand deposits than those of the previous Glenwood stage, many of its dunes being more than 40 feet high. In Lake County it is easily traced along Ridge Road from Munster to Highland, along the ridge south of Gary through Liverpool. In Porter County, Calumet Beach almost touches the place of the previous Glenwood Beach east of Wilson Station.

After the Calumet stage, the waters of Lake Chicago fell about 20 feet, 16 to 20 feet above the present level of the lake, leaving what is now called Tolleston Beach. The latter is in evidence in a line between the Little Calumet and Grand Calumet Rivers, passing through Hammond, Hessville, Tolleston, Gary, Aetna, Miller, and Wilson Station. More sand was deposited at this stage than during any of the previous beach stages.

The Dune Country is still a land of change. With the disappearance of Lake Chicago and withdrawal of glacial influence upon the Lake Michigan basin, drainage was free to take its present course, the low bed for which had been in existence before the visitation of the glacial ice sheets. Whatever sand deposits were in evidence on the eastern and western shore of Lake Michigan in its earlier stages were dislodged by the prevailing north, northwest, and west waves and currents, and the sand was deposited on the southern shore. This development is still going on, making the area one of great interest to scientists and students.

Much territory of the Tolleston and Calumet Beach stages in Lake County has undergone development. The growth of cities in the North and Calumet Townships has resulted in obliteration of part of the beach lines. Large dunes have been leveled off and there has been a filling in to make room for factories. Tracts between cities, grown over with scrub oaks or marked by marshes, have been leveled, subdivided, and populated.

The shoreland dunes range from 50 to 200 feet in height and some of them cover a thousand or more acres. When sand is deposited from the lake upon the shore, the action of the wind and sun dries it. The wind carries the dry sand particles farther from the shore until a piece of driftwood, grass, or embryonic dune, impedes its further advance. There the sand is deposited for further dune development. These embryonic dunes often are joined to create larger hills, and eventually a stable dune is established.

As these sand deposits retain moisture, it is possible for grass to grow scantily upon them. This grass and sand cherry or willows, which come later, help the growth of the dune. Other vegetation replaces the sand cherry and willows, until in its fixed stage the dune assumes the appearance of a well-developed forest. The growth of these dunes is not always governed by the same influence, for the air currents and other conditions are not equal over the entire dune territory. Some form embryonic dunes; others are blown away; and still others, by reverse air currents, create what are called "blowouts." "Blowouts" range in size from small depressions to large hollows which cover many acres and when fully developed look like amphitheatres, usually facing the lake. The Big Blowout and the Furnessville Blowout are among the most interesting ones.

The highest and wildest part of the dune country is in Indiana Dunes State Park, where are Mt. Tom, Mt. Holden, and Mt. Jackson.

In his article on the Indiana Dunes for the National Geographic Magazine, Orpheus Moyer Schantz gives this description of the wonders of the dunes along Lake Michigan:

> "The topography of the dunes lends itself to the formation of marvelous plant societies; great shallow ponds, with their typical borders of marsh-loving plants; deep, sheltered hollows, perfectly dry at the bottom; active stream beds, thickly fringed with willows, alders, and button bush, with thickets of the giant mallows on the mucky shores; north slopes, with trailing arbutus, wintergreen, partridge berry, hepaticas, and violets, and rare ferns and orchids spread in artistic profusion; moving dunes, whose leeward sides extend slowly and surely south, in time covering even tall trees, with their smothering blanket of sand; old dunes, clothed to their crests with vegetation, and at intervals "blowouts," where reverse winds have uncovered ghostly tree trunks, gray and weather-beaten and entirely denuded of bark, but the wood still sound and perfectly preserved by the sand shroud with which it was surrounded."

## THE DUNE COUNTRY II

In 1919, after twelve years of effort to obtain a lake front park for the city of Gary, effort blocked throughout that period by litigation over property rights, the United States Steel Corporation presented 115 acres to the city. Here was built one of Gary's most popular out-of-doors recreational spots, Marquette Park, including a municipal bathhouse on the lake shore, a pavilion, a gun club, and artificially landscaped dunes surrounding a lagoon which is the outlet of the Grand Calumet. In the park are picnicking grounds with fire places, tables, and benches. Bridle paths and dunes trails wind through the hills. In the winter tobogganing, skiing, skating, and duneland hiking are favorite sports.

Between Gary and Marquette Park, but today just off the main highway (US 12) is the little town of Millers Station. Until the coming of Gary, this community was an isolated lake village, built up around a tavern stop on the Fort Dearborn-Detroit Stage Line, when Swedish immigrants came to work on the Baltimore and Ohio R. R. in the early seventies. The tavern was operated by John Miller, and it was across a portion of the considerable acreage which he owned that the railroad was laid. After its completion, village residents supported themselves by ice and fish shipping, and later, when the Aetna Powder Works was built, went to work at that plant.

Considerable duneland lore has grown up around Miller, as it is known locally, one of the best known stories being that of "Colonel" Crockett. The "Colonel," a runaway slave, managed to slip through army lines during the Civil War and made his way to northern Indiana. Reaching Miller in midwinter, with a frozen foot, he was taken in and nursed for some time by one of the early settlers. His foot, however, failed to heal, and the "Colonel" finally went out to the chopping block and amputated it with an axe.

Today, incorporated into the city of Gary, Miller is largely a lakeside summer resort made up of a fringe of sand dunes, Miller Beach, and the object of one of the most widely discussed land suits in the State, Carr's Beach. Litigation involving Carr's Beach has been before the courts for more than twenty years. Heirs of William Carr, who first settled on the lake shore in 1875, claim squatters' title to this now valuable property, while the Gary Land Company, representing the United States Steel Corporation, claims the land on the basis of tax liens amounting to $59,053.

On US 12 east from Gary, dunes rising in the distance on both right and left, several dunes suburbs and subdivisions are encountered. In Inland Manor, a small residential district within the Gary city limits, small homes, many suggesting Spanish influence, are built on what was once a marsh. The land that separates this suburb from the highway during heavy rains still becomes spongy and marshy.

Ogden Dunes, incorporated in 1925, might be called a suburb of both Gary and Chicago, for many homes here are owned by Chicago residents. The dunes in this area are sculptured heroically. Arranged in three levels, each series of dunes commands a view of Lake Michigan. Winding drives up certain dunes are mountain-like in their ascents; abrupt curves bring unexpected vistas. On the crests of some of the dunes are summer homes, on others permanent residences. Harmoniously confused are northern jack pines and white pines, juniper, southern tulip trees, tropical grasses, harebell, desert cactus, mocassin flower, and trailing arbutus.

Ogden Dunes is the scene of another duneland folk story, that of Diana of the Dunes, a woman hermit, possessed, it is said, of considerable culture and education. She was dubbed Diana of the Dunes by newspapers, to whom she refused to give interviews. It was claimed that Diana knew every mood and color of the dunes. Eventually she married Paul Wilson, a giant of a man. They lived in the dunes until her death in 1922.

In Dune Acres, also, Gary and Chicago citizens have built homes. This suburb was begun when William A. Wirt and other Garyites obtained a 99-year lease on 600 acres of natural duneland. Today the townspeople of Dune Acres guard the area to preserve its natural state. High peaks in this section are Mount Tom, Oak Hill, and Mount Leman, the latter named for W. H. Leman, who built the first summer home here in 1893. In a commanding location on the crest of Mount Leman is the three-story log club house of the Dune Acres Country Club. Located on the same dune is the Dune Acres Inn, also a log structure, of Colonial design. The clubhouse and inn are reached by tortuous, mountain-like roads. In June, 1938, the School in the Dunes, for nature study, the first of its kind, met at Dune Acres Clubhouse for a one week's course of lectures and field trips under the direction of several well-known scientists and naturalists. This group, sponsored by the Friends of Our Native Landscape (Jens Jensen, president) plans to make the School in the Dunes an annual affair. Northwest of the South Shore station at Dune Acres is the Cowles Tamarack Swamp, named for Dr. Henry W. Cowles, University of Chicago botanist and authority on plants of the dunes.

A paved highway leads from US 12 to Johnson's Beach, a summer resort, whose station stop on the South Shore Line is Port Chester. An attempt was made to build a harbor here in the 1830's, and later an attempt was made to build a stockyard and slaughterhouse, but with the growth of Michigan City and Chicago these plans were abandoned. During the 1850's a log railroad, whose cars were drawn by horses or mules, ran from the Old Chicago Road in a northwesterly direction to a sawmill known as Morgan's. From here it ran on across the shore and out to the end of a 600 foot long pier, from where logs were shipped to Chicago. About the end of the sixties, the boiler of Morgan's sawmill blew up. The mill was not rebuilt, as the most valuable timber had already been cut. As a result, the log road was abandoned, and the pier gradually decayed and slipped into the water. It is claimed that when the lake is calm, one can still see the remains of the pier on the sandy bottom of the lake.

Via a cloverleaf crossing, travelers to the Indiana Dunes State Park leave US 12 for US 49. First purchase of land for this 2,210 acre park by the State was made August 29, 1935, although the movement for the establishment of the park began in 1912. As a result of interest stimulated by the Prairie Club of Chicago and the Pottawatomi Chapter, Daughters of the American Revolution, Gary, the National Dunes Park Association was formed with A. F. Knotts of Hammond as president and Mrs. Frank Sheehan[1] of Gary as secretary. Thomas Taggart, then United States Senator from Indiana, submitted to the United States Senate a resolution recommending the purchase of a Lake Michigan tract for a national park. Franklin H. Lane and Stephen H. Mather, Secretary and Assistant Secretary of the Interior, respectively, actively supported the recommendation, but the World War intervened and the national park plan failed. The sponsors then sought to conserve the tract as a State Park. During the regimes of three Indiana governors, James P. Goodrich, Warren T. McCray, and Edward Jackson, the purchase of the dunes was advocated. A law was passed in 1923 providing for the purchase of lands to be known as "Indiana Dunes State Park." Contributions from industrialists made the purchase possible.

This is the only State park in Indiana with bathing facilities on Lake Michigan. Its natural beauty is jealously guarded, and constant effort is made to preserve the atmosphere of a hundred years ago, or a thousand, when this part of the world was the unmolested home of wild things. There are no breakwaters to retard the action of the water, and the waves, tumbling over sand bars, take on the crisp look of fresh crinoline.

TREMONT is a summer resort on the site of New City West, a deserted city. Following the collapse of City West, 20 or more houses were built on the new site. This hamlet, centering about a saw mill, cooper shop, and brick yard, flourished until 1875, when a boiler explosion completely demolished the saw mill. During the fifties and sixties the Alanson Green tavern was a popular stopping place for tourists. Passengers had dinner at the hotel while the drivers of the stage coaches exchanged horses. New City West also was a leading station of the underground railroad. Tremont (French contraction for three mountains) received its name from the three huge sand mountains to the north, Tom, Holden and Green.

DUNESIDE INN, a small hotel, is the terminus of the Tremont entrance highway to the Indiana Dunes State Park. Here is Wilson's camp, a convenient picnic ground and parking space. This camp was established by Wilson and Company, meat packers of Chicago, who equipped it with a club house, outdoor tables, furnaces and a flowing well. Nearby is the Gary Boy Scout Camp. Eastward trails cross the "big swamp," the "Pinery," Furnessville Creek and the "Big Blowout."

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[1] Mrs. Frank J. Sheehan, born in 1882 near Jackson, Michigan, received her A.B. and Master's degree from the University of Michigan. Coming to Gary in 1908, she became one of Gary's first high school teachers.

Because of her interest and persistent efforts in the preservation of the dunes, the Indiana Dunes State Park became established in 1923. She is frequently referred to as the "Dunes Lady." In recognition of her work in the establishment of the Indiana Dunes State Park, she was the first and only woman elected to an honorary life membership in the Chicago Geographic Society. She was appointed treasurer of the national conference on state parks, and chairman of the committee on natural scenery in the General Federation of Women's Clubs.

Mrs. Sheehan was president of the Indiana Federation of clubs in 1925-27; and Indiana director of the General Federation of Women's Clubs in 1928-30. By appointment of Governor Leslie, she was a member of the Library Building Commission for the erection of a new state library building. In 1925 Governor Jackson appointed Mrs. Sheehan a member of the board of the Indiana and historical departments, to serve in 1925-30 as secretary and later as president.

MOUNT VERNON, a stop on the South Shore, formerly known as Keiser, received its new name upon acquisition of the Century of Progress (Chicago) Mount Vernon reproduction by the town of Beverly Shores. BEVERLY SHORES has acquired many buildings from the Chicago Century of Progress, including all of the Colonial Village and many of the model houses.

Also at Beverly Shores, a lake shore village whose population ranges from 300 to 1,000, depending on the season, is the Beverly Shores Country Club and the Little Theatre. The club house of the Country Club, built in 1933, is of Spanish design. The Little Theatre is housed in a one-story frame building with a seating capacity of several hundred, which was converted from an office building in 1935. Groups of students from the Goodman Theatre in Chicago spend their summers at Beverly Shores giving plays under the direction of David Hutton Lewis. One of the most attractive sites along Lake Michigan is occupied by the Casino *(private beach, dining room, and dance floor)*, a sand tan and sea green terra cotta building trimmed in black.

The Indiana Dunes, traversed by wide highways, built up in some sections with homes ranging from summer cottages through luxurious year 'round residences, possessing great tracts of the dunelands in their original state, draw visitors from all over the middle west. Land values here have risen year after year as more and more people have been attracted to this area as a desirable location for homes.

## POINTS OF INTEREST, INDIANA DUNES

A winding drive leads to a sweeping view of Lake Michigan and to MARQUETTE PARK, duneland playground of 165 acres on the shores of Lake Michigan, dedicated to the memory of Pere Jacques Marquette, who is supposed to have camped on this site in 1675. A large part of the park remains in its virgin state.

The GARY MUNICIPAL BATHHOUSE, on the waterfront, is a modernized version of Corinthian architecture, constructed of cast stone in 1921. Corinthian columns, wide balconies, and a green tile roof distinguish the central section of the building. Low roofed wings extend on both sides. An entrance at the south end opens on winding stairs to the second floor open air pavilion. The north extensions of the pavilion afford a view of Lake Michigan. When the day is clear the Chicago skyline, 30 miles away, is visible. Dressing rooms and showers, the men's W. and the women's E., are on either side of the first floor. An excellent beach, patrolled by life guards, is entered through the building *(fee for* *swim suits, towels, and lockers, 25c).* To the west of the bathhouse was the mouth of the Grand Calumet before the river receded. On the west lawn is a marker commemorating Marquette's visit in 1675.

The GARY MUNICIPAL GUN CLUB HOUSE *(open 9-5 daily),* at the extreme east end of the park and a few hundred feet from the lake, is a recently completed (1937) rustic lodge constructed of Western Red Cedar logs and knotty white pine trim. A wide outside chimney, which buttresses the south exterior wall, is of Illinois limestone, laid at random. Reproduction of an early American log cabin, the lodge has a block house tower 28 feet high. The rustic interior of the lodge has three elevations. In the central room is a huge fireplace; gun and equipment racks line the walls. Steps lead from the central room to the depressed lower room of the tower, from where winding stairs of logs, skillfully mitred, lead to the lookout post. Offices and comfort stations are in the west extension, first floor. Between the clubhouse and the lake is a battery of four traps, 100 feet apart, and 16 shooters' positions *(clay pigeons and munition $1.20).*

The *Lagoon* is a natural body of water formed when the Grand Calumet retreated from Lake Michigan. Covering about 18 acres, the lagoon is now the outlet of the diminished Grand Calumet. Rockeries, a rustic bridge, and artificially landscaped dunes enhance the beauty of this body of water *(casting platform available).*

OLD NORTH BOUNDARY, the east-west line of Indiana Territory from 1805 to 1816 ran along the south border of the lagoon. This was also the south boundary line of the Ten Mile Purchase of the Indian Treaty of 1826.

MARQUETTE PARK PAVILION is considered by architects as an example of fitness of design to setting and function. Of sand-colored brick, the edifice seems to have been molded into the dune area upon which it was built. This effect is enhanced by a long, wide stone stairway, which leads from the Grand Calumet River up the dunes to the building. Landings, connecting the different flights of the stairway, and marking terraces, accentuate the fashioning of the building to the contour of the dune. A porte-cochere arches from the building proper to a stone-floored circular portico on an adjoining dune. In the building proper twin turrets extending one story above the roof of the main section form an entrance marked by Corinthian columns. Parapets, similar to those in the building proper, distinguish the portico. The main floor is on two levels, the lower, at the west side of the building, occupied by a soda fountain and refectory, the upper level occupied by offices and lockers. A ballroom is on the second floor, and the spacious circular portico may also be used for dancing when weather permits. The portico affords a good general view of the west end of the park *(pier for boats west of pavilion).*

*Octave Chanute's Glider Experiments* are commemorated by a huge glacial boulder and bronze tablet 25 feet SW. of the pavilion, although it was a little to the west of this series of dunes from which Chanute[1] made his tests. Since the dunes which he used have been leveled, the Lake County Historical Markers Commission selected the nearest available site in Marquette Park. Chanute chose the dunes for his glider flights for four reasons: First, rising air currents caused by the wind striking the ridge of sandhills provided motive power for his gliders; second, the dunes provided an easy means of launching the glider; third, the dunes assured him complete isolation; and fourth, the abundance of sea gulls permitted study of their methods in flights. Late in the summer of 1896, several successful flights of Chanute's glider took place from these dunes, and it is claimed that in a double deck airplane and with the aid of a new device for steering a flight of 489 feet was made, landing the operator waist deep in Lake Michigan. This flight was said at that time to have been more than twice the greatest length ever made by Lilienthal, a German glider experimenter, and a hundred feet higher than the world's record. These, the first successful flights in heavier-than-air craft, gave Chanute the title, "Father of Aviation." Some of the gliders with which Chanute experimented are still preserved in the Museum of Science and Industry, Jackson Park, Chicago.

MARQUETTE STATUE, 100 yards W. of pavilion, stands on a terrace against a background of hemlocks. Heroic in proportions, cast in bronze, the monument depicts the priest advancing and holding aloft a cross. It was designed by Henry Hering of New York.

WILSON STATION was formerly known as Dune Park. During 1874, when the Baltimore & Ohio R.R. attempted to lay its tracks across the Michigan Central rails at this point, the latter company resisted and a riot resulted. This undeveloped section along the lake is very wild and beautiful. Much of the sand from the sand-dunes to the west has been removed, for commercial use, thus showing plainly different ridges and valleys.

Twenty rods (L) from present bridge over Burns Ditch are log piers marking the site of the OLD LOG BRIDGE. Colloquially called "ever-to-be-remembered-by-those-who-crossed-it," the bridge, built in 1836 of logs and covered with poles, was 80 rods long. Formerly, the Little Calumet River (now Burns Ditch at this point) valley was very wide and was flooded throughout the year.

The HOME OF JAMES WILSON, author of *Three Wheeling Through Africa,* is a modest, three room, dark green cottage, amid a setting of trees. Wilson sold the story of his motorcycle trip through Africa on the strength of only nine pages of copy.

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[1] Chanute was born Feb. 18, 1832 in Paris, France, and came to America when six years of age. He became an eminent engineer, designing and supervising the construction of the Union Stock Yards, Chicago and the first bridge built across the Missouri River, and preparing a report on preservative for timber that was regarded as authoritative for many years.

He became interested in aviation in 1874. After investigating records and experiments of the past 200 or 300 years and the gathering and systematizing of all information he began his series of tests in the dunes.

The SMALLEST CHURCH AND SCHOOL IN THE MIDWEST, Augsburg Swensk Scola (Bethlehem Swedish Church) a one-room structure for a combination school and church was erected in 1880. For financial reasons, the building was made as small as possible (exterior dimensions 12x15 ft.). Upon completion of the diminutive structure, it was discovered that there was sufficient material remaining for a church steeple. The structure was not equal to the stress of a steeple so an addition was erected to the rear of the building. From the road, the steeple appears to be on the roof of the church; in reality it is the pinnacle of the addition.

The JOSEPH BAILLY HOMESTEAD *(open; adm. 25c)*, built in 1822, is the oldest structure in the Calumet Region. Joseph Bailly, first settler in the Calumet Region, was a French trader. The original French type homestead of logs is now covered with weather-boarding. Still standing are a log chapel, the servants quarters, a log building constructed in 1822, and a unit of the old log trading post. The buildings were laid out in plantation style. The floors of the house are of oak, walnut, and maple and the original hardware throughout the house is hand-wrought. In the living room there are oak panels, and a beautiful mantel hand-carved in grape design. An upstairs bedroom is partially panelled in wild cherry, with a beamed ceiling. The portion of the walls between the wood panels is covered with a wall paper said to have been imported from England in 1830. Beyond the wide verandas and porches are spacious lawns, towering old trees, and the winding Calumet River. In front of the house passes a road that at one time was a Dakota-Wisconsin branch of the great Sauk Trail, over which many a colorful parade has passed. At the rear of the estate can be seen the marks of the old race track upon which Bailly trained his blooded horses. On the bank of the Little Calumet River (about 35 feet west of the bridge) is the Elm-Oak marriage tree planted on the day that Rose Bailly and Francis Howe were married (Nov. 13, 1841). An elm sapling and an oak sapling bound together and planted at the river's edge formed a single trunk and may be seen today, gracefully entwined.

JOSEPH BAILLY CEMETERY, situated on a high dune known as Oak Hill and surrounded by a high wall, is a picturesque spot. Beneath a huge earthen mound, surmounted by a great wooden cross, are buried Bailly, his wife, a daughter, and a son, the latter buried in 1827. Still in its primeval state, the wide scenic sweep of land to the south breathes of the period when Bailly was owner of this large estate. A marker on the highway calls attention to the site.

INDIANA DUNES STATE PARK 1.0 m. *(adm. 10c; hotel, bathing, restaurant, picnicking, and cottages)* consists of 2,210.47 acres of natural dune country and a three-mile Lake Michigan beach. The main gateway, on US 49, with a small stone guard house on either side, is marked by a large natural boulder eight ft. high. Here, members of the State Park Rangers, collect the entrance fee. From this point, the waters of Lake Michigan to the north are visible.

Inside the entrance to the park is the SITE OF PETITE FORT, built in the 1750's and later used by the British and Americans. According to some historians, the fort was the scene of a Revolutionary War skirmish. A marker points out the site.

The entrance highway widens into a large parking apron accommodating 1,850 automobiles. At the terminus of the parking area is a BATHING PAVILION, an imposing three-story, brick trimmed, limestone structure. Facing Lake Michigan and a far-stretching BATHING BEACH (locally called Waverly Beach), this building, in Moorish design, houses a dining room and coffee shop. Wide stone outer stairways, at either end, lead to the second floor, where there are bathhouse facilities. The concrete promenade on the roof is an excellent vantage point from which to view the lake and the surrounding landscape. With the exception of Park Trails 2, 9, 10, all trails originate at the east boundary of the parking apron.

From the bathing pavilion (R) the beach path crosses FORT CREEK, variously known as Dunes Creek or Silver Creek, the latter because of its silvery bottom. On its banks is the site of a former Potawatomi Indian village. Although a stretch of the stream has been put under cover to afford a parking space for the automobiles of visitors, its southern channel is for a half mile a tortuous valley through the high sand-ridges. Banks are generally from 10 to 20 or 30 ft. high with several springs gushing from the ridges at the south end of the valley. This valley is filled with beautiful trees, shrubs of all kinds, and many wild flowers. In spring and early summer it is a paradise for birds. The creek empties into Lake Michigan. In 1835 Hobart's mill was built on the bank of this creek.

A half mile down the beach (L) is the STATE COTTAGE, the official summer home of the governors of Indiana. The spacious cottage, built of dropsiding in semi-rustic style, is on the summit of a dune, reached by a long series of wooden steps. An American flag atop a high flagpole marks the cottage as the gubernatorial summer mansion. Directly back of the State cottage rises MOUNT TOM, the dominating dune of the region. Nearby is the site of the former Indian village. MOUNT HOLDEN and MOUNT GREEN, two other high dunes, are in the same series with Mount Tom. At the foot of Mount Tom, near the beach, is the attractive studio cottage of Frank V. Dudley, artist, whose oil paintings of the Dunes are internationally famous.

From the summit of Mount Holden an expansive view of Lake Michigan, the beach, Michigan City, the rolling panorama of dune country on the south, and the steel mills to the west may be had. From Mount Tom's crest ridge formations on either side are visible.

In the area between Mount Tom and Fort Creek is the "Beach House," the original home of the Prairie Club of Chicago. The BEACH HOUSE "BLOWOUT," a half mile farther along the beach, is one of the numerous noteworthy sand bowls in the park. These "blowouts" or "slides," formed of pure sand blown back by the wind, are in the shape of natural amphitheatres. At one mile is the FURNESSVILLE "BLOWOUT" and immediately beyond the "GRAVE YARD" and the "BIG BLOWOUT," the largest and most unusual of these great slides. The "Grave Yard" is a grim area of a half-hundred dead snags of trees, killed and covered by the blowing sand and now partially uncovered again. The entire expanse of this "blowout" is desolate and lifeless. In the rear, and a little to the west, of "Big Blowout" is the PINERY, a grove of enormous pines. A trail through this Pinery uses a portion of an old Indian trail. South of the Pinery begins the GREAT MARSH, including the Tamarack Swamps and the peat bogs, where the diversity of plant life is remarkable.

Numbered Trails into the interior of the park pass the Tepee group camp. Here log cabins built in the shape of Indian tepees form a semicircle in front of a log recreation hut. The group, at the foot of several dunes, the site of an Indian camp, is marked by an Indian totem pole *(camp may be rented by groups)*. In the interior also are rustic cottages *(may be rented from the State)*.

To the rear of the Beverly Shores Inn is the BOTANICAL GARDEN *(open)*, said to be the only one in the world devoted exclusively to experimenting with the ornamental plants adapted to dune and bog conditions. It was originated by Mrs. Louis Van Hees Young, art collector and designer, of Chicago.

TAMARACK STATION, established in 1908, received its name from the White Tamarack swamp nearby. Stanford White, former president of the Chicago Board of Trade, had a summer home on the beach at Tamarack, many years ago. He was trustee and part owner of the land and made an effort to make a regular English country estate of it. This estate is now included in the Beverly Shores subdivision. The old White home has been converted into an inn.

SITE OF "OLD LOG TAVERN IN THE PINES," one of the taverns known as "four mile houses" established along the route of the early Fort Dearborn-Detroit stage coach line. There were ten rooms in this old frame house, and in the rear was a large, low building which served as a separate cellar. The house was torn down in 1911, but two maple trees and a number of willows that had shaded the house, still stand (1938). The site is now known as the Pines Addition.

The OLD FURNESS HOME *(private—open by permission)* is a red brick building, 2½ stories high, built upon a hill. Glass-enclosed porches recently have been added to the original structure, built in 1856 by Edwin L. Furness, the founder of the community. Furness, acquired considerable acreage in the vicinity, engaged in lumbering, farming, and storekeeping, and was later appointed first postmaster of the village that grew around his estate. The house is now occupied by the third and fourth generations of the family. In the home is a notable library of about a thousand volumes.

The SITE OF FORMER INDIAN MINERAL SPRINGS to which Indians once came from far and near to partake of the medicinal waters is now occupied by THE SPA, whose architecture follows the American country club style. The rear of the structure rises directly above the west bank of the Little Calumet River, a large glassed-in portico overlooking the waters of this historic stream. The grounds are landscaped and there is a circular drive and parking space to the south. The surrounding land is the site of many battles between the Potawatomi and the Iroquois Indians and scattered in the surrounding woods and fields are numerous Indian mounds.

The CARLSON PLANETARIUM, a sixteen-sided structure, 60 ft. in diameter and 32 ft. high, is erected in the shade of gigantic, wide-spreading, century-old oaks, 200 ft. from the highway. There are five observation and lecture platforms, with standing room for more than 100 people, on the pyramidal roof. The upper story of this two-story structure is one large circular chamber, 60 ft. in diameter. Here will be installed a mechanical reproduction of the solar system that will show the motions of all the major members of the system. The first floor contains lecture hall, reception parlor, shop, and a number of exhibition rooms. Here is exhibited a large collection of astronomical and archeological newspaper and magazine clippings. Regular astronomical lectures, open to the public, have been held in the planetarium every Thursday evening for the last four years.

SALT CREEK (originally, "Wum-tah-gi-uck-deer lick"), so called for the numerous salt springs along its course, and shown on the earliest maps of the area, is the only stream in the region that pierces the watershed of the continent. Rising in Morgan Township, Porter County, it flows in a northwesterly direction, pierces the Divide near Emmettsburg, and empties into the Calumet River.

## WILD FLOWERS IN THE DUNE COUNTRY

The following list includes plants characteristic of the well-marked succession of plant associations upon the Sand Dunes. These associations are roughly parallel to the shore of Lake Michigan. However, any given area is frequently in a transitional stage and must be interpreted in the light of the complex forces operative upon it.

Asterisk* indicates a plant or tree with conspicuous flowers.

1 BEACH ASSOCIATION (vegetation scant and not permanent)
- Sea Rocket—Cakile edentula
- Bugseed—Corispermum hyssopifolium
- Wormwood—Artimisia caudata
- Sand thistle—Cirsium Pitcheri

2 FOREDUNE ASSOCIATION (embryonic dunes; includes in addition to the foregoing)
- Sand Reed Grass—Calamovilfa longifolia (sand binder)
- Marram grass—Ammophila arenaria (sand binder)
- Seaside spurge—Euphorbia polygonifolia
- *Sand Cherry—Prunus pumila
- Furry willow—Salix syrticola

3 COTTONWOOD ASSOCIATION (sparse vegetation, actively moving dunes)
- Cottonwood—Populus deltoides (only tree able to survive burial by sand)
- Red Osier dogwood—Cornus stolonifera
- Wild Grape
- Bittersweet—Celastrus scandens
- Linden tree

4 PINE ASSOCIATION (dunes after fixation, evergreens dominant)
- Jack Pine—Pinus Banksiana
- Red Cedar—Juniperus virginiana
- Common Juniper—Juniperus communis
- Prostrate Juniper—Juniperus depressa
- Arbor Vitae—Thuja occidentalis
- Bearberry—Arctostaphylos uva-ursi
- Checkerberry—Gaulthiera procumbens
- *False lily of the valley—Maianthemum canadense
- Shinleaf—Pyrola elliptica
- *Harebells—Campanula rotundifolia
- *Puccoon—Lithospermum
- *Hairy phlox—Phlox pilosa
- *Horse mint—Monarda punctata
- *St. John's-wort—Hypericum Kalmiamum
- Solomon's Seal—Polygonatum
- False Solomon's Seal—Smilacina stellata, & racemosa
- *Wild Roses
- *Spiderwort—Tradescantia Virginica

Dense thickets of:
- Staghorn suman—Rhus typhina
- Dwarf sumac—Rhus copallina
- Aromatic sumac—Rhus aromatica
- Red Osier dogwood—Cornus stolonifera
- Bittersweet
- Woodbine
- Wild Grape
- Poison Ivy
- *Chokecherry—Prunus Virginica

5 BLACK OAK ASSOCIATION (open woodlands devoid of evergreens)
- Black Oak—Quercus velutina
- Chestnut Oak—Quercus Muhlenbergi
- Sassafras
- *Chokecherry
- Hop tree—Ptelea trifoliata
- Dwarf blackberry
- Huckleberry
- Blueberry

*Shadbush—Amelanchier canadensis
*Spiderwort—Tradescantia Virginica
*Columbine—Aquilegia canadensis
*Lupine—Lupinus perennis
*Goat's-rue—Tephrosia virginiana
*Wild Geranium—Geranium carolinanum & maculatum
*Milkweed—Asclepias cornuta & Syriaca
*Flowering spurge—Euphorbia corollata
*Bird's-foot violet—Viola pedata
*Arrow-leaved violet—Viola sagittata
*Prickly pear Cactus—Opuntia Rafinesquii
*Butterfly Weed—Asclepias tuberosa
*Blazing Star—Liatris
*Woodland sunflower—Helianthus divaricatus
Indian Pipe—Monotropa Uniflora
*New Jersey Tea—Ceanothus Americanus
*Wild Bergamot—Monarda fistulosa

6 MIXED OAK ASSOCIATION

Black, white, chestnut & red oaks
Slippery Elm
Basswood—Tilia Americana
Water Beech—Carpinus caroliniana
Hop Hornbeam—Ostrya virginiana
*Flowering Dogwood—Cornus florida
Sassafras
*Witch-hazel—Hamamelis virginiana
Virginia Creeper—Psedera quinquefolia
*Aster—Aster linariifolius
*Columbine—Aquilegia canadensis
*May apple—Podophyllum peltatum
*Blue phlox—Phlox divaricata
Rattlesnake root—Prenanthes alba
Solomon's Seal
*Spiderwort
*Blue, Canada & Longspurred Violet
*Yellow Lady's-slipper—Cypripedium parviflorum
*Hepatica—Hepatica triloba

7 MAPLE-BEECH ASSOCIATION (shade and moisture loving plants including ferns and mosses)

Maple trees
Beech trees
Tulip tree—Lirodendron Tulipifera
Black and White walnuts
Black cherry—Prunus serotina
Elms
Sycamores
Witch-hazel

Strawberry bush—Evonymus Americana
*Spring beauty—Claytonia virginica
*Toothwort—Dentaria Laciniata
*Hepatica
Trillium—5 varieties
Dogtooth violet—Viola
Jack-in-the-Pulpit—Arisaema triphyllum
Wild Ginger—Asarum canadense
Skunk cabbage—Symplocarpus foetidus
Marsh marigold—Caltha palustris
Indian cucumber—Medeola virginiana
Bunchberry—Cornus canadensis
Rue anemone—Anemone thalictroides
Baneberry—Acteae alba
Wood anemone—Anemone quinquifolia
Starflower—Trientalis borealis
Goldthread—Coptis trifolia
Buttercup—Ranunculis

Spring plants blooming before trees are in full leaf.

### 8 QUAKING TAMARACK BOGS (majority of plants peculiar to it; soil temperature 35° F. even in midsummer)

Sphagnum moss and Sedges (depth of them makes ground elastic)

Swamp fern—Aspidium Thelypteris
*Arethusa bulbosa
Cottony Grass—Eriophorum gracile
*Grass pink—Calapogon pulchellis
Sun Dew—Drosera rotundifolia
Leatherleaf—Chamaedaphne calyculata
Buckbean—Menyanthes trifoliata
Cranberry
*Ragged Orchis—Habeneria lacera
*Ladies tresses—Spiranthes Romanzoffiana
*Pitcher Plant—Sarracenia purpurea
Tamarack tree—Larix laracina
Swamp holly—Ilex verticillata

### 9 INTERDUNAL PONDS WITH SANDY BOTTOMS, NEAR THE LAKE

Bordered by:

*Fringed blue gentian—Gentiana crinata
*Rose Pink—Sabatia angularis
*St. John's-wort
*Horned bladderwort—Utricularia cornuta
Cat-tails, sedges
Jack Pines

## 10 THE HINTERLAND, CONSPICUOUS AND COLORFUL FLOWERS COMMON TO WET AND DRY PRAIRIES

Asters
Bergamot
Black-eyed Susans
Blazing Star
Boneset
Cinquefoil
Coreopsis
Culver's Physic—Veronica virginica
Daisy Fleabane
False Indigo—Baptisia leucantha
Flowering Spurge—Euphorbia corollata
Golden Rod
Horse mint—Monarda punctata
Ironweed
Iris, Wild
Joe-Pye Weed
Lupine
Mullein
Moth Mullein
Mustard
Meadow Sweet—Spiraea alba & latifolia
Steeplebush—Spiraea tomentosa
Ox-eye daisy
Painted cup
Phlox
Evening Primrose
Puccoon
Queen Anne's Lace
Starry Campion
Sow Thistle
St. John's-wort
Thistles
Tick trefoils
Turtlehead
Vervain, Verbena stricta & hastata
Vetch
Wild lettuce
Sunflowers
Yarrow
Wild teasel—Dipsacus sylvestris
Rosinweeds—Sylphium
Turk's-cap, Wood & Canada lily
Mints
Milkweeds
Wild cucumber vine

Bouncing Bet
Butterfly Weed
Bladder Campion
Cardinal Flower
Chicory

# Gary

## GENERAL INFORMATION

*Railroad Stations:* 3rd Ave. and Broadway (Union Depot) for New York Central and Baltimore & Ohio R.R.'s (Suburban Stations: Miller and Pine); W. 5th Ave. and Chase St. for the Pennsylvania R.R.; 7th Ave. and Broadway for the Wabash R.R.; Broadway at 40th Ave. for the New York, Chicago and St. Louis R.R. (Nickel Plate); 330 Broadway for South Shore Electric R.R.; (Suburban Stations: Broadway and 21st Ave.); 1045 Broadway for Michigan Central R.R.

*Bus Stations:* 460 Broadway for DeLuxe Lines and A.A.A. System; 470 Broadway for Indian Trails, Oriole Lines, Greyhound Lines (E. and W.), Interstate Travelways, Midwest Motor Coach Co., Bluebird Lines, Reindeer Lines, Southern Lines; 477 Broadway (Broadway Bus Terminal for Lincoln Trail System, Great Eastern System, Safeway Trails, Martz Lines, Santa Fe Trails.

*Street Cars:* Gary Railways Co. maintains city and interurban service. City service, cars every 15 minutes on Broadway, transfers E. and W. at 5th Ave. and 11th Ave.; fare 5c within certain zones, 10c to city limits, tokens, three for 25c. Gary to Hammond, 30-min. service, fare 20c. Gary to Garyton, 60-min. service, fare 15c. Bus lines connect with street cars by transfer for Miller, East Chicago, Hobart, and Crown Point and American Sheet and Tin Plate Plant at Broadway and 5th Ave., at 15th Ave., and 25th Ave. for W. part of city.

*Airports:* 470 Broadway for Gary Travel Bureau (Books passage over all air lines using Chicago Airport).

*Taxi:* 760 Washington St. for Gary Cab Co.; 470 Broadway for Safeway State Taxi Co.; 790 Broadway for United Cab Co. No zoning system. Rates: 25c for first mile, 5c per quarter mile thereafter.

*Traffic Regulations:* Usual traffic regulations; curb parking permitted. Time restrictions indicated by signs. Public parking lots, 5th Ave. and Massachusetts St.; 7th Ave. and Massachusetts St.; 8th Ave. and Washington St.; 5th Ave. and Madison St. No one-way streets. Left-hand turns permitted except on or off Broadway between 5th Ave. and 9th Ave., and in temporary traffic congestion. (Traffic signals on from 5:30 to 1:00 a.m. One blast of policeman's whistle indicates E. and W. traffic must stop; N. and S. traffic proceed. Two blasts indicate N. and S. traffic must stop and W. and E. shall proceed. All vehicles must be parked parallel with curb. Hourly parking limits on Broadway, Washington, Massachusetts and all east and west streets. Two hour parking on Madison, Adams, Jefferson, Connecticut, and Pennsylvania Sts. (Except at prohibited places.)

Double parking prohibited. No "U" turns on any streets.

*Principal Shopping Districts:* Downtown: Broadway, 5th Ave.; Central: 11th Ave. and Broadway; South Side: Broadway and 25th Ave.

*Accommodations:* Five modern hotels and more than thirty smaller hotels. Numerous private homes display cards offering "rooms for tourists."

*Restaurants:* A number of restaurants may be found in the business sections of the city. Foreign dishes are offered by many.

*Theaters and Motion Picture Houses:* A "little theater" and two community auditoriums; six motion picture houses.

*Information Service:* Gary Commercial Club and Chamber of Commerce (Hotel Gary); International Institute, 1501 Madison St.; Y.M.C.A., 225 W. 5th Ave.; Y.W.C.A., 30 E. 6th Ave.; Chicago Motor Club, 916 W. 5th Ave.

*Newspaper and Radio Station:* One daily newspaper, The Gary *Post-Tribune,* and one radio broadcasting station, W I N D, owned and operated by the Columbia Broadcasting System. Visitors welcome to both.

*Swimming:* Marquette Park, Oak Ave. at Lake Michigan; Indiana Dunes State Park, Lake Michigan at State 49; Indoor pools at K. of C., 331 W. 5th Ave.; and Y.M.C.A., 225 W. 5th Ave.

*Golf:* Riverside Park, Broadway at 35th Ave., 18-hole, fee 25c; Cressmoor Country Club, U.S. 6 (5.6 m. east of Broadway), 18-hole, fee 75c; Indian Ridge Country Club (near Hobart), 18-hole, fee, 75c; Turkey Creek Country Club, Harrison St. at Turkey Creek, 18-hole, fee, 75c.

*Tennis:* Marquette Park, Lake Michigan at Oak Ave.; Jackson Park, Jackson St. at 4th Ave.; Riverside Park, Broadway at 35th Ave.; Y.W.C.A., 30 E. 6th Ave.

*Riding:* Aetna Riding Club, Aetna; Indian Ridge Riding Stables, Indian Ridge Country Club; Crown Point Stables, Crown Point; and Bailly Homestead, Baillytown.

## CHRONOLOGY

1906 March 12—Survey for United States Steel Corp. started.
March 28—Construction begun on Gary plant.
June 9—Population of 334.
July 11—First post office established.
July 17—Gary incorporated as town.
July 28—First election held.
July 30—First meeting of town board of trustees held.
September 14—School board holds first meeting.

1907 June 17—Official seal for city presented to board of trustees by Judge Gary.
June 18—Work started on Jefferson School.
June 23—Pennsylvania Railroad recognizes Gary on time cards.
July 1—William A. Wirt becomes superintendent of schools.
July 6—Street railway system given franchise.
July 20—Sixteen lots fronting 7th Ave. between Polk and Tyler St. purchased by Rev. Jansen for church and school building.
July 24—First carload of black dirt for lawns reaches Gary.
August 11—Construction begun on first Gary Hotel.
September 3—Construction started on Gary Trust and Savings Bank building.

December 3—Population of 10,000 (estimated) reached.
December—Clark Station annexed to Gary.
December 15—Services held in first church building in Gary.
December 22—First National Bank opened.
1908 July 23—First ore boat arrives at Gary Works harbor.
December 14—Gary Fire Department organized.
1909 February 3—First steel made in Gary Works.
August—Petition presented for incorporation of Gary as city. Work started on first city hall.
November—Glen Park, annexed.
November 2—Gary made city of fifth class.
November 3—City hall completed and occupied.
1910 Work begun on first unit of American Sheet & Tin Plate Co.
August 31—Tolleston annexed.
November 7—Gary becomes city of fourth class. Population (U. S. Census) 16,802.
1911 The American Bridge Co. turns out first structural steel. The American Sheet & Tin Plate Co. starts operations.
1912 Y.M.C.A. building dedicated.
Library building constructed.
1915 Tin Mills placed in operation.
January 4—Gary becomes city of second class.
1916 May—First postoffice completed.
1918 December 22—Miller annexed.
1919 September 3—United States Steel Corporation gives city 116 acres on Lake Michigan.
1921 April 4—Ordinance passed to establish city plan commission.
1922 Construction on National Tube begun.
1924 Gary Gateway begun.
1925 January 8—National Tube Co. produces first pipe.
1928 City Hall Unit of Gateway completed.
1938 February 21—New postoffice opened.

## IN RETROSPECT

In the seventeenth century, Father Marquette camped on the site of Gary. In the latter part of the eighteenth century and the first part of the nineteenth century, Chief Ashkum and his band of Potawatomi built their camp fires on land now occupied by Gary steel mills. In 1817 and 1834, the Government surveyed the area. In the latter part of the nineteenth century several railroads, in building their lines to Chicago, laid tracks across the location, a hunting lodge was constructed on the banks of the Little Calumet River, and at the beginning of the twentieth century, only the railroad tracks and the hunting lodge kept the site of Gary from looking like an unexplored wilderness. Within 30 miles of Chicago, it had remained in its primeval state.

An early government surveyor described these swamp lands as impassable morass and said "the face of the country here appears as if nature by some powerful convulsion had torn the earth asunder and thrown it up into sand peaks, leaving the cavities to be filled up with the lakes and marshes," "dry land—mostly white sand—among the hills, wet and good-for-nothing."

This description was still applicable when, on March 12, 1906, surveyors for the United States Steel Corporation set their instruments on the snow-covered sand dunes and swamplands that fringed the southern tip of Lake Michigan. The soil of the higher portions of the site was fine sand covered by a growth of scrub oak and pines, while in the sloughs and marshes the soil was muck from which sprang an impenetrable growth of vegetation.

Bordering the site on the north was Lake Michigan; a mile or two south of the lake meandered the Grand Calumet River. The site was traversed three miles farther south by the Little Calumet River, a sluggish stream with wider swamplands. The area, wholly unpeopled, was completely cut off from the rest of the world. To the south, east, and west of the site, respectively, were three small settlements.

The largest and oldest of these settlements, founded in 1858 as a community of trappers, fishermen, railroaders, woodcutters, and shippers of ice and sand, was Tolleston, now closest to the heart of the city. In 1900 Tolleston had about 100 resident families and the Tolleston Gun Club, whose membership was composed of wealthy Chicagoans. (The activities of this club came into great prominence in 1897 when its restrictions on hunting in the region aroused the indignation of the citizens of Calumet Township. The club kept game wardens to guard its property from poachers. The feud, which was carried on for several years, culminated in a shooting affray on Jan. 19, 1897, widely reported in the press of the country.) East and south of Tolleston, a large tract had been acquired by Louis A. Bryan,[1] who established his home in the vicinity in 1894. He induced a piano stool factory to locate at what is now west Twenty-second Avenue and Jefferson Street. Other settlements in existence before the appearance of the town are now also grown into the city, Miller being on the east side, and Clark on the west.

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[1] In 1896 Bryan (1855-1926) established the *Calumet Advance,* first newspaper to be published on the site of Gary. William F. Howat says in his *History of Lake County* that Bryan is justly entitled to the distinction of being called the first citizen of Gary. He was the first postmaster of the village of Calumet, 1898-1906, and was justice of peace in the same year. When Gary proper was being settled, he was the first to petition for incorporation of the town, directed its first election, and became the town's first treasurer.

Gary was not the first municipality actually projected on the site occupied by the present city. During the years of 1892 and 1893, the stockyards of Chicago because of labor troubles and trackage disputes, bought several thousand acres with the intention of moving here. Real estate promoters bought up all other land available and sold it out in town lots, but settlement of the disputes resulted in abandonment of the project, and the site remained unpeopled.

The history of Gary and of the Gary steel mills, an American drama for which there has never been a parallel, began a year before these men arrived. A. F. Knotts, local historian, and an old friend of Judge Gary, writes of the first steps taken by the corporation:

> Early in 1904, and for some time theretofore I was attorney for the United States Steel Corporation and its many subsidiaries. I received a request from Judge Elbert Gary, then president of the Managing Board of Directors of said corporation, to come to New York for a conference with him.
>
> On arriving there he said: "As you know, we have many plants, some of them quite large. All of them have been built up by us in additions. None of them is very ideally located, and they are not very efficient. We are thinking of building a new plant from the ground up. An ideal plant, modern and up-to-date, and in keeping with our accumulated surpluses and experience. I would like to have you help us select a location."
>
> I asked him, "where?" and he said, "In the west. In the Lake Michigan country." I asked him how much money they expected to spend upon the plant and he said, "Many millions." I asked him if he had any particular place in view and he said, "No, except I am somewhat acquainted around Waukegan and I know a site there that I thought might be available. I wish you would go and look it over quite carefully and report to me your conclusions and reasons for same."
>
> After making my examination and thinking about the matter of a proper location for such an immense plant as he proposed, I went back to New York and reported. I said . . . , "The location is too congested. You would at once become a part of an old, settled, and well established community and your environments would be much the same as they are at your other plants, which I consider bad. Besides, Waukegan is too far up around the lake. Even Chicago is twenty miles too far north. Waukegan is still farther north and would in my opinion be a worse mistake for you to make and would eventually cost you millions in transportation. Why not take advantage of the still unoccupied lands of the southern extremity of Lake Michigan, where is the greatest tide of transportation in the world?"

> Judge Gary then said, "I understand the lands there are held by wealthy men and large corporations, in large tracts. Do you think we could purchase sufficient lands there at reasonable prices?"
>
> I said, "It is said that every man has his price, which I doubt, but there is no question but what the holders of large tracts of unoccupied lands would sell them, at a good price, and when one purchases lands for business or industrial purpose, he does not purchase the lands, but the location."
>
> He directed me to find what the said lands could be purchased for. We agreed that the best mode of procedure was for me to secure from the owners the right to sell their lands as a broker, and that Judge Gary would be my prospective purchaser, and that no one should know to whom the lands were to be sold. So that no check or drafts could be traced, the lands were to be paid for in cash. I believe that at the time of securing the 12,000 acres of land, no one knew of the efforts being made except Judge Gary and perhaps in a general way his board of directors, E. J. Buffington, president of the Illinois Steel Company, G. G. Thorp, the chief mechanical engineer, Messrs. K. K. Knapp, and Judge Haynie, Chicago attorneys and myself.

Decision to take charge of the building of a city which inevitably would rise near the plant followed a thorough study of the advantages and disadvantages by Judge Gary, and the appearance, at Judge Gary's request, of Knotts before J. Pierpont Morgan and members of the managing board of directors of the steel corporation in advocacy of the proposal.

There were other conferences. The corporation wanted to make certain that it would have federal authority to establish a city; it wanted to know the Government's attitude regarding the use of rivers to the lake front. E. D. Crumpacker, congressman from this district, and William Forbis were called to Judge Gary's office, where Judge Crumpacker was asked to draft a bill that would clarify these points and introduce it in Congress. Crumpacker advised against the action, contending that it would arouse anti-trust sentiment, and suggested instead that the proposition be taken up with the War Department. This advice was followed; the War Department approved the project after its engineers had investigated coast conditions.

In 1907 the Indiana Legislature enacted the so-called Made Land Law enabling the corporation to "fill in" the lake line. Congress passed the Riparian Rights Bill, and permission was granted to change the bed of the "Navigable Grand Calumet."

The Post Office Department at first refused to permit the use of the name Gary, suggested as an honor to Judge Gary by E. J. Buffington, under whose direction the proposed mills and town were to be built, A. F. Knotts, and William Duff Haynie of the corporation legal staff, on the grounds that there already was a Gary in Maryland and that the similarity of "Ind." and "Md.," in script, would lead to confusion. Haynie, aided by Senator A. J. Hopkins, finally obtained sanction for the name.

Ralph Rowley, a young engineer in the corporation's South Chicago plant who had been preparing plans for a large railroad yards[1] without knowing when or where they would be constructed, was named chief construction engineer for both yards and plant. On March 8, 1906, he arrived for a "preview." Accompanying him were G. G. Thorp, vice-president of the Illinois Steel Company; A. B. Pneuman, mechanical engineer in the South Chicago plant; Knotts, first property agent for the Gary Land Company, and Tom Knotts. Of this trip Rowley says:

> After waiting for some time, we saw an old lumber wagon, drawn by two horses, wending its way over the sand-hills. When the driver finally arrived, he told us he had been sent to convey us to our new "home and office." We loaded our equipment and then climbed into the wagon, and after jolting and bumping through the sand for nearly two hours, finally reached our objective, the Calumet Gun Club.

The gun club had erected 15 frame lodges and dormitories for members of their organization, and during the time spent in staking out the new plant and for a year thereafter these engineers lived in the club dormitory, a short distance east of the present harbor of the Gary Works.

By March 25, the preliminary surveys had been virtually completed. Almost over-night the task of building the steel plant was begun. On March 26, 1906, Arnold Wyatt, a teaming and grading contractor, joined the engineers. With his men and equipment, he established camp near the Calumet Heights "station."

Two days later, March 28, Wyatt started excavating for the harbor and the blast furnace foundations. On June 1, William P. Gleason, superintendent in charge of construction of the entire plant, arrived to take active charge.

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[1] These yards were named Kirk and are still so called in honor of John Kirk who, as superintendent of the South Chicago plant, ordered Rowley to draw the Gary yards plans. Kirk became superintendent of yards at the Gary plant, and was appointed to the Gary school board, June 2, 1913. Kirk Hotel, at west Fourth Avenue and Tyler Street, was named for him. He died in 1915.

Gleason,[1] in relating the story of his visit to the site of the new plant, recalled that he was instructed to "just follow the path" to get to the Calumet Gun Club. He went on to say:

> I have never known a couple of miles that were any longer than the two miles of that sandy wagon path which I trudged over that first afternoon. The path began about where the Michigan Central overhead crosses Tolleston. It cut diagonally from there to what is now West Side Park. It traversed sand knoll and swamp. As I reached a point which is now the park, I came to a little swinging bridge over a "run" (Gibson Run). On the four corners of this bridge there were ropes fastened to sticks driven in the ground. When the water was high the rope fastenings prevented the bridge from floating away. When the water was low, the bridge settled into place. From the bridge the path turned slightly northeast until it reached the site of the present Steel Mill Hospital, thence to the Calumet Gun Club, which was located about where the National Tube Company is now.
>
> I found several of the engineers and with them looked over the staking out that had been done. I followed the path back to Tolleston and returned to Chicago about eight o'clock that night, with a firm determination to see that some train would stop near the new location in the early morning hours and at the close of the day.
>
> I went to the New York Central offices in Chicago to have my first talk with Frank Wilson, manager of the New York Central Railway in this district. I told him of the plans for the new plant and attempted to make him see how indispensible it would be to have a station stop on the New York Central. My argument, was, of course, that I would *not* be the only passenger, but that there at once would be hundreds of workmen and later, perhaps thousands.
>
> "Well, how do I know who you are." Mr. Wilson asked me.
>
> "I shall have a written request for this new stop sent you from the corporation at once," I replied meekly, still thinking of that sandy path.
>
> And three days after that a New York Central freight train stopped at Broadway to unload a small box-car upon which was

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[1] W. P. Gleason, who subsequently was made general superintendent of the Gary Works of the Illinois Steel Company, served in this capacity for twenty-nine years. Never before had one man directed laying the foundations of a huge steel mill on a barren waste of land, of subsequently managing and superintending its operation, and of assisting in the building of its superstructure—a city of 100,000 persons. During his incumbency, the Gary plant produced 56,987,365 gross tons of steel, broke many records in steel production, and extended its operations annually until it became the largest single steel mill in the world. He was president of the Gary park board for twenty years and was in a large measure responsible for the development of the city park system. Gleason's retirement came February 12, 1935, according to the action of the United States Steel Corporation in fixing the age of 70 as the date for mandatory retirement under the pension system. He died in 1936.

Gleason was succeeded as general superintendent by Walter E. Hadley, who had been assistant superintendent. In 1938 Hadley became Gary-Chicago district operating manager of the Carnegie-Illinois Steel Corporation and E. E. Moore was appointed Gary Works superintendent.

> painted "Gary." It was the first New York Central Railway station in Gary, a depot, I believe we called it in 1906.

By July 1, several hundred men and teams were engaged in grading, excavating and filling in, laying, tearing up, and relaying rails and pouring concrete.

The mill site had to be elevated to an average of 15 feet by pumping sand from the bed of Lake Michigan through suction pipes and spreading it over the wide terrain; towering hills of sand had to be pulled down into sloughs and valleys (shifting of these hills compared in cubic yardage to the peak movements at the Panama Canal, then under construction), and a river bed had to be moved a hundred yards.

A water tunnel had to be dug through hard clay 80 feet underground and three miles in length, extending a mile into the lake; and five centrifugal pumps, each with a capacity of 5,000,000 gallons a day, had to be installed. Trackage of three trunk line railroads had to be moved, involving the laying of fifty-one miles of tracks and elevation through the city. It was necessary to straighten the Grand Calumet River for nearly two miles. A harbor had to be built, and a 5,500 foot canal, 23 feet deep, 250 feet wide, and a turning basin 750 feet in diameter, were required. To protect the inner harbor, an outer breakwater was to be built almost one mile in length, part of which was to be constructed in fifty feet of water and to have a crib width of thirty feet at the top and as much as 125 feet at the bottom. By midsummer 1906, all these projects were under way.

Pouring hundreds of tons of cement daily, a total of 2,265,000 cubic yards was used in the mills proper. One hundred and fifty thousand tons of structural steel, twelve thousand tons of corrugated sheets, four thousand five hundred square yards of tile roofing, and twenty-two million bricks were used in the building of the original foundations and furnaces.

For immediate construction work, at least a thousand workmen were required. Upon completion of the mills, perhaps 10,000 would be employed. Laborers from the mills at Youngstown, foremen and electricians from Milwaukee, puddlers and heaters from Pittsburgh began to read about the new plant. Steel workers from the Ruhr Valley and from Birmingham, England, began making plans to set out for the southern shore of Lake Michigan.

Real estate promoters, lawyers, doctors, engineers, and architects decided to look over the site. And, of course, there swarmed to the spot hordes of adventurers, wanderers, and tramps.

A new subsidiary of the steel corporation, the Gary Land Company, was organized to build a town. On May 4, 1906, Thomas E. Knotts, brother of A. F. Knotts, arrived in a wagon with his family and pitched his tent, to become the first settler on the land company's holdings. The first temporary building, a small, frame structure housing the Gary Land Company offices, was completed in June, 1906.

On June 9, when the first local census was taken, the camp village had a population of 334, and each week brought scores of newcomers. For the most part they were young and aggressive. There were former officers of American and foreign armies; English builders who had heard of Gary while in South Africa; Y.M.C.A. directors from the Panama Canal Zone and China; veterans of the Philippine insurrection; members of the Danish Cavalry; graduates of European Universities.

The corporation had bought 6,000 additional acres of land adjacent to the mill site and commissioned the land company to lay out an "ideal individual town." The land company was given a free hand in city planning, both as to finances and as to methods. The following ten-point program was outlined:

1. Streets of the new city were to be broad, longer in their north-and-south direction than in their east-and-west, and bisected by spacious alleys. Sewers, water, and gas mains, telephone and electric power cables were to be laid under alleys.

2. Zoned residential lots were to be 30 ft. to 50 ft. wide and 125 to 150 feet long with fixed building lines.

3. Streets running north and south on the west side of, and parallel to, Broadway were to be named after the presidents of the United States in the order of their election. The streets east of, and parallel to, Broadway were to be named for the States. The thoroughfares running east and west, to be known as "avenues," were to be numbered consecutively.

4. Areas in the center of town were to be reserved for public parks.

5. The sewer system was to be laid out so adequately that enlargements or changes would be unnecessary.

6. A water system that would not only take care of any subsequent enlargements of the steel plant but also would supply a city of 250,000 was to be constructed.

7. Ample provision for model schools was to be made.

8. All avenues and streets were to be constructed in all the Gary Land Company subdivisions, the cost of these improvements included in the selling prices of the lots.

9. Homes and buildings by the hundreds were to be built; the selling prices of the lots were to be determined by adding the price of land, the cost of improvements, and a three year carrying charge.

10. Black soil was to be brought from Illinois to spread over the residential sections of the first subdivisions.

With a rapidity that amazed the country, these points were carried out, the city was platted after the most approved principle of designing and zoning. Broadway and Fifth Avenue, each a hundred feet wide, were graded and paved. Conduits were placed in alleys; Jefferson and Buffington parks were laid out; rich black loam was brought from the Illinois prairies to form the basis for lawns; a model school was built by the land company; and shade trees and shrubs were planted.

During the winter of 1906-07, 356 residences were placed under construction. Lots were offered for sale by the company with the stipulation that a house be erected within 18 months. Contracts provided for the class of building to be erected. Architects were required by the land company to show diversity in design, in order that the residence streets would resemble those where individual owners, rather than a corporation, had built, a requirement effectively enforced by Capt. H. S. Norton,[1] at that time, the new property agent of the land company. First of the land company homes to be completed, at 626 Van Buren Street, was occupied on June 24, 1907, by Mr. and Mrs. Rueben Campbell.

The 500 houses under construction in 1907 (one company had a $5,000,000 building contract), were for sale only to employees of the steel corporation. A 10 per cent down payment was required, and if an employee were unable to buy a house, he was permitted to rent, although inducements were offered for purchase. The company in the first few years built 1,500 residences and lent $6,000,000 to employees to build for themselves.

Although Gary's population at the end of the first year was nearly a thousand and hundreds of houses were nearing completion, it still possessed the aspect of a frontier town. There was the constant sound of hammers and saws. First settlers lived in structures of undressed lumber or of other hastily collected material. The townspeople used oil lamps and pumped water. There was no gas or electricity. Sand was knee-deep; mosquitoes and sand fleas were a constant menace, and the sun, reflected from the sand, was almost unbearable. The new city's inhabitants traveled on horseback, usually well-armed. There were few women. During the first winter, stoves and salamanders were used to heat the tents, and shacks, and wind-breaks were hastily built to lessen the tornadic gusts from Lake Michigan.

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[1] Captain H. S. Norton, (1868-........) came to Gary in 1907 as property agent of the Gary Land Company, subsidiary of the United States Steel Corporation. He directed the zoning of the city's site from a sand and swamp area to its present status. President of the Gary Commercial Club since its founding in 1907, and vice-president of the Gary Land Company, Captain Norton has been active in every civic project. Today, (1938) he is president of the City Plan Commission, head of the American Red Cross, and of the Gary Pioneer Society. He is a director of the Salvation Army, the Community Chest, the Goodwill Industries, the Stewart Settlement House, the Y.M.C.A., and Y.W.C.A.

He is a National Councillor of the Boy Scouts of America, a vice-president of the National Park Service Association and the United States and Indiana councils on unemployment, and a vice-president of the Chicago Regional Planning Association. Norton's retirement from the vice-presidency of the Gary Land Company came in 1938. He was succeeded by Sam H. Cohen.

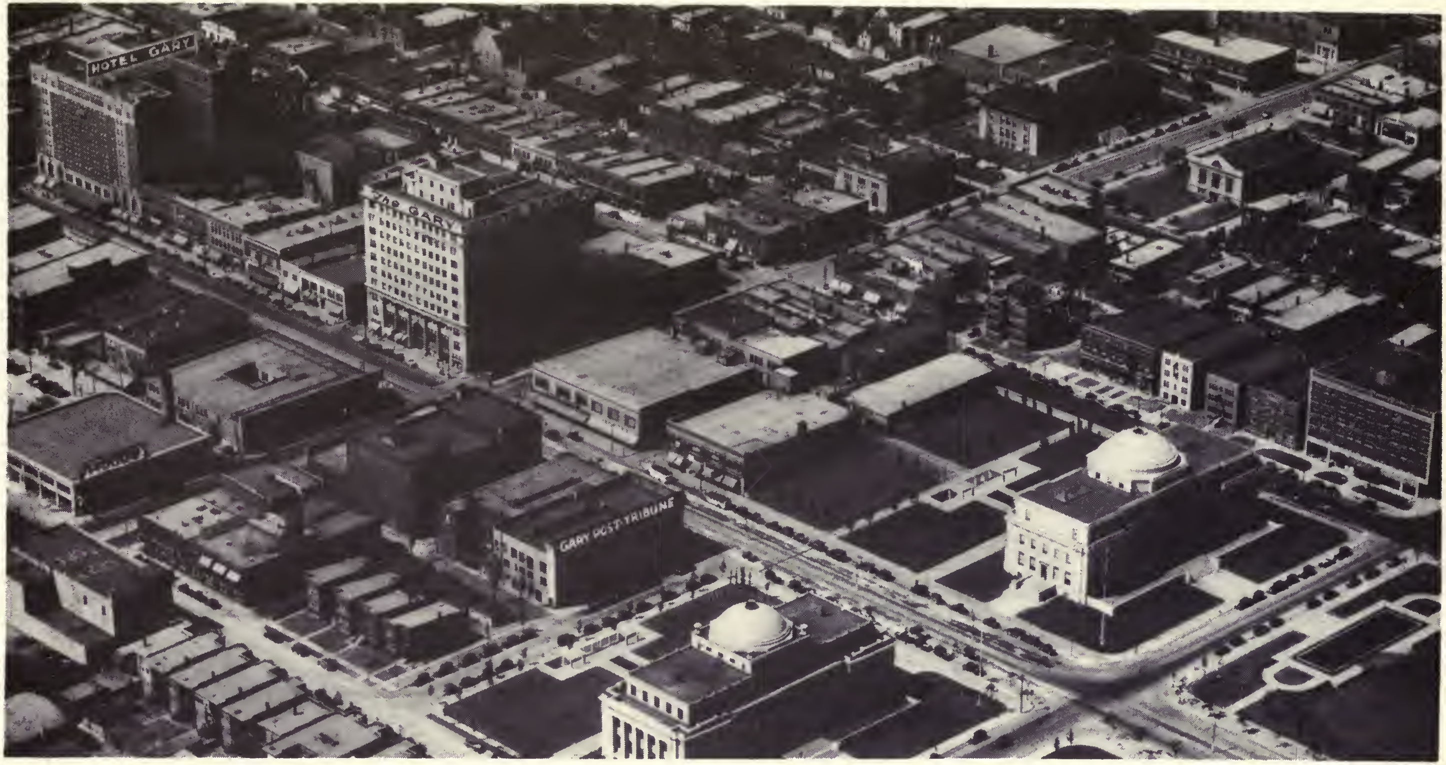
With the pioneer's proclivity for nomenclature, Gary settlers gave the buildings scattered haphazardly among the scrub oaks such descriptive titles as "McFadden's Flats" (a one-story rooming house), "The Red Onion" (The Gary Works Inn), and the "Fitz House" (a hotel embracing the Howard Bell Drug Store).

Typical early Gary buildings were the box-car that served as a railway station, a small two-story yellow frame building occupied by the land company, and two small, white, portable school buildings. Crude structures housed the Hubinger restaurant, the Colosimo fruit stand, the Howard Bell drug store, the A. C. Huber stationery and news store, the Orosz Hungarian restaurant, and the F. K. Warner grocery store.

South of the Wabash Railroad numerous other shacks sprang up. In this section the sign "Open For Business" meant that the establishment was ready to serve liquor. The district itself was known as "The Patch," and the most notorious establishment was "The Bucket of Blood."

Completing the picture of Gary in 1906-07 were the two residential sections, Euclid "Avenue," a sand patch which extended a few blocks west of Broadway along what is now Third Avenue, and the Calumet Gun Club settlement. In tents and dugouts along Euclid "Avenue" lived many who were to become leading citizens—Thomas Knotts, Gary's first postmaster and mayor, Glenn Harris, lawyer and later State Representative, Attorney Clarence Bretsch, State Senator C. O. Holmes, Frank Chambers, and Frank J. Huff, whose daughter, Gary Huff, was the first child born in the city. Among residents who lived in the settlement near the gun club were A. M. Roberts, now chief auditor of the Gary plants of the Carnegie-Illinois Steel Corporation, Ralph Rowley, M. A. Caldwell, William Lacy, and H. S. Norton of the land company.

On July 14, 1906, an election was held to determine whether the village should be incorporated. The vote was 38 for, and 1 against, and


HOTEL GARY
The GARY
GARY POST-TRIBUNE

Gary Gateway in Foreground

*In Gary's Residential Sections*

the county commissioners declared the municipality incorporated on July 17.

On July 28, Millard A. Caldwell, Thomas E. Knotts, and John E. Sears were elected trustees, C. O. Holmes, clerk, and Louis A. Bryan, treasurer. During the first meeting of the Board on July 30, Knotts was made president. The first ordinance passed by the Board provided for annexation of the land immediately west of the original town.

On August 18, A. P. Melton was appointed engineer and Louden L. Bomberger, of Hammond, became town attorney. Gary began doing business without a dollar of its own, arrangements having been made with the First National Bank of Hammond to cash all warrants of the town without necessity of a bond issue. Outstanding warrants were redeemed with interest as soon as tax collections were received, the town at the end of 1906 having an assessed value of nearly three million dollars.

A school board consisting of Edward Jewel, Thomas H. Cutler, and C. O. Holmes was chosen September 8, 1906, and the first meeting was held September 14. Ora L. Wildermuth,[1] a lawyer, was selected as the teacher at a salary of $60 a month. The school building, on Broadway just north of Fourth Avenue, was ready October 1. The Lake County *Times* of October 1 reported: "Superintendent William A. Wirt of the schools at Bluffton, Ind., visited Gary yesterday." A second teacher, R. R. Quillen, had been hired September 26, and a month later the Board voted unanimously to employ Wirt as superintendent, starting July 1, 1907, at a salary of $2,500 a year. Wirt immediately began development of the work-study-play system, attracting nation-wide attention to Gary's schools because of advanced pedagogical methods and elaborate physical equipment.

Two churches had been organized, Holy Angel's as a mission in May, 1906, and the First Methodist church, Oct. 5, 1906. Thus, the birth of the village, its incorporation as a town, first elections, its first buildings, schools, and churches had been accomplished within a period of about two years.

Meanwhile, the land company was laying out and improving the first subdivision, embracing a tract of land approximately a mile wide from north to south and a mile and a half long from east to west. Improvements included paved streets, sewers, sidewalks, water, and gas mains. Several hundred dwelling houses for steel mill employees were being constructed.

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[1] Judge Wildermuth, (1882-........) president of the board of trustees of Indiana University, was born in Pulaski County. He is a graduate of the Law School of Indiana University.

Judge Wildermuth was the first city Judge in Gary, serving from 1910 to 1914. He also taught the first school in Gary in 1906 and 1909, and built the first house on the west side of Broadway. He assisted in the organization of the Congregational Church. A member of the Gary public library board, Judge Wildermuth may be called the father of Gary's libraries. In 1909-10 he provided a small public library in his law office to which the citizens had free access and later with Father Jansen and William Wirt assisted in the organization of the present library system.

By the end of 1909 the rough frontier town had taken on the appearance of a boom city. Highways had been constructed to connect it with Chicago, Michigan City, Hammond, and Crown Point, the county seat. Trunk line railways that had crossed the region at high speed, now stopped at Gary. One hundred and fifty-one miles of streets had been constructed, fifty-three miles of which were paved with asphalt or macadam. Thirty-five miles of sidewalks had been built and twenty-one miles of street car tracks laid. The land company had erected 1,200 houses at a cost of $4,000,000, exclusive of the cost of public improvements. Improvements and building by the city and private enterprise totaled $80,000,000. The census of 1910 showed that 16,802 persons had come to Gary in less than four years. Broadway and Fifth Avenue were dotted here and there with two- and three-story brick buildings, the Alschuler Department store, the Phillips building, and the First Gary State Bank Building. At Fourth and Broadway, the Binzenhoff, a substantial brick building, had been erected. The city was taking form.

The United States Steel Corporation had pushed its plant construction program ahead with great success. The Great Lakes Dredge and Dock Company had cut the slip for the harbor, the Illinois Ballast and Slag Company had "made" new land, and the principal building contractors, Linquist and Illsley, had completed the first major task, the Gary Works.

Machinery was installed, blast and open hearth were built, and the rail-mill and other auxiliaries were completed. Electric generators were assembled and installed, the harbor completed and opened, a vast water supply provided, and an intricate system of railroad tracks was laid. Virtually every resident citizen of Gary was working toward one goal—to make steel by January 1, 1909.

On July 23, 1908, the first boat bearing ore from Minnesota ranges entered the harbor, and there was a big celebration. John W. Kern, Democratic nominee for vice-president, was among the guests. As Mary Louise Gleason, daughter of the superintendent, hoisted the stars and stripes to the top of the staff on the east pier, the steamer, *Elbert H. Gary,* nosed into the harbor and the U. S. Gunboat *Michigan,* lying alongside the new docks, fired a salute.

> The Captain of the *Elbert H. Gary,* was somewhat fearful of our new harbor, and as late as the night of July 22, we did a little additional dredging, related Gleason. And the captain of the U.

> S. S. *Michigan* talked with me the afternoon of July 22 and told me that he would not be able to salute a private harbor. "What *can* you salute?" I asked. "We can salute the American flag," he told me. So we hurriedly erected a flagpole on the east end of the pier and had our largest American flag in readiness.

With ore in the pits, the period from August, 1908, to January, 1909, was devoted to getting everything in readiness to start a furnace, a furnace that would emit such perfect heat that a layer of ore, and a layer of limestone within its oven would fuse into a molten mass of steel.

The dream was realized on February 3, 1909,[1] and the Gary Works' Open Hearth No. 4 *made steel.* In February, blast furnaces, rail mills, and the vast number of auxiliaries got into operation. The original plan contemplated construction of 8 blast furnaces, 56 open hearth furnaces, rail mill, billet mill, slab mill, plate, sheet bar mill, merchant bar mills, car axle plant, and the by-product coke oven plant, with the necessary auxiliary shops, trackage, and dockage facilities, and this goal was soon reached.

Soon after Gary Works began producing steel, the American Bridge Company, subsidiary of the United States Steel Corporation, erected a plant at Gary, and in 1911 turned out its first structural steel. Work was begun on the first unit of the American Sheet and Tin Plate Company's sheet mill in 1910 and by 1911 this unit went into operation. The tin mills were placed in operation in the spring of 1915. Construction on the plant of another subsidiary, the Buffington plant of the Universal Atlas Cement Company, now the largest cement plant in the world, had been started by the cement department of the Illinois Steel Company of the United States Steel Corporation in 1903. To handle the large amount of freight traffic into and out of Gary mills, the steel corporation organized and built the Elgin, Joliet, and Eastern Railroad, whose Gary yards, the largest private yards in the world, have a daily capacity of 7,500 cars and a moving capacity of 6,200.

The building of Gary kept pace with industrial development, the 1910-20 period being one of transition from a town to an industrial center of 55,379 persons. In 1912, Gary celebrated the completion and dedication of the two largest public buildings that had been erected, the Y.M.C.A. and the public library. The Y.M.C.A. building, on the south side of Fifth Avenue between Adams and Jefferson Streets, cost about $400,000 and was financed with funds donated by Judge Gary. The public library building just across the street cost about $65,000 and since its erection five branch library buildings have been built.

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[1] U. S. Steel News—Hoboken, N. J., Oct. 1936, p. 6, c. 3.

In 1912, 1914, and 1915 new districts were opened and new stores, churches, and homes appeared. In 1915, the first unit of Mercy Hospital was completed. The following year saw construction of the first post office building.

In 1917 and 1918, like all other American cities, Gary halted its building program. Expansion resumed, however, when the World War ended, and in 1919 more than $5,000,000 was spent on construction, including the Methodist hospital, the National Spring Company building, and the Fifth Avenue Garage building.

Completion of the Masonic Temple and the beginning of the Elks Temple, the $1,000,000 Palace Theater building, and several large churches marked 1922 as a building year. Beginning at that time, and lasting for eight years, a period of apartment house construction saw erection of 1,800 apartment houses in Gary.

In 1923 work was started on the $1,000,000 City Church building. Construction of the new Hotel Gary and the Knights of Columbus Club Hotel, was begun in 1926. The $1,000,000 City Hall at the southeast corner of Fourth Avenue and Broadway opened in 1928.

There is scarcely a church, hospital, fraternal or civic organization in Gary that has not received a contribution from the United States Steel Corporation. To the City Church, the downtown cathedral of Gary, was given a half million dollars. To the Negro churches of the south side have been given more than $50,000 and to the Catholic parishes of the Central District, $200,000. The Gary Land Company gave the city land upon which five of its parks, including Marquette Park on the lake front and Gateway Plaza are built, and all of the settlement houses have received aid from the corporation.

Gary Works of the National Tube Company was begun in 1922 with an initial appropriation of $20,000,000, under the direction of F. W. Waterman. The first pipe was made January 8, 1925, in No. 4 lap-weld mill. By the end of the second decade of Gary's existence, numerous independent industries had been established. In January, 1923, the Anderson Company, manufacturers of automotive products, such as windshield wipers, sleet-removing devices, and rear view mirrors, had established its home office and plant in Gary. Other independent industries included the Bear Brand Hosiery Company, the Gary Screw and Bolt Company, the Standard Steel Spring Company, the Pacific Electric Manufacturing Corporation, the Union Drawn Steel Company, and several smaller companies.

Annexations had brought Gary's area to more than 40 square miles. Glen Park had been acquired in 1909, Tolleston in 1910, Aetna in 1924, and Miller in 1927.

Still adolescent, fresh, and vigorous, Gary with an estimated population of 115,000 (1938), has assumed her place among the cities of the midwest as one of the leaders in industry, education, city planning, recreation, and architecture.

## STEEL ENGRAVING

Gary, steel center of the middle west, and the home of the internationally famous work-study-play (platoon) school system, is a made-to-order metropolis, looked upon by thousands of foreign-born workers as a "promised land."

Established in 1906 by the United States Steel Corporation when it chose the site for its midwest steel plants, and named for the late Elbert H. Gary,[1] chairman of the finance committee of the United States Steel Corporation, Gary is this country's youngest city of more than 100,000 population. Primarily it is a steel mill town, containing plants and offices of seven subsidiaries of the United States Steel Corporation: Gary Works, the steel manufacturing plant; the American Sheet and Tin Plate Company; the American Bridge Company; the National Tube Company; the Universal Atlas Cement Company; the Elgin, Joliet and Eastern Railroad Yards, and the Gary Land Company.

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[1] Elbert Henry Gary, for whom the city of Gary was named, was born October 8, 1846, on a farm near Wheaton, Illinois. While in school at Naperville, Illinois, he worked in the office of the county clerk.

After attending Wheaton College and studying law at Naperville in the office of his uncle, Col. Henry Vallette, Gary entered the Union College of Law, which later became the law department of the University of Chicago.

Gary was graduated as one of the highest ranking students in June, 1868, and, on the recommendation of Dean Booth of the law school, was appointed Deputy Clerk of the Cook County Superior Court. After seven months he was made Chief Clerk.

Soon after he received this appointment he married Julia Graves of Aurora, Illinois. The Garys made their home in Wheaton and for 30 years Gary commuted between Chicago and Wheaton.

In 1869 Gary resigned as clerk and entered the law firm of Van Armon and Vallette. The Chicago fire in October, 1871, caused a great change in young Gary's life. The courthouse, in which the law firm of Van Armon and Vallette had their offices, was burned; Gary decided to open his own office.

The Gary-Wheaton Bank was organized in 1874, with Gary as president. In 1882, he was elected Judge of Du Page County and was re-elected in 1886. He was elected president of the town of Wheaton three times, and, upon its incorporation as a city in 1890, was elected mayor in which office he served two terms.

Gary's practice in Chicago brought him in contact with "big business." His part in the organization of the new combination of industries, the wire fence industry, and the investment of his entire savings in this combination really made him the man with whom the world became familiar. The $4,000,000 Consolidated Steel and Wire Company was organized by Gary, and he was appointed to the company's board of directors. As his reputation grew, he became associated with steel industries throughout the country. Soon his interests branched out into railroads, mines, and steamship companies, all of which had some connection with the great steel industry. It has been said that Judge Gary placed a greater aggregation of industrial interests under one management than any other man.

Upon the organization of the Federal Steel Company, with the financial backing of J. P. Morgan and Company, he became its first president. In 1901 this company was merged with the United States Steel Corporation, organized at that time with capital stock exceeding a billion dollars. This was then the largest industrial corporation in the world. Gary was elected chairman of the executive committee and later headed the board of directors and the financial committee. He continued as chief executive for 26 years.

The manufacturing plants of the United States Steel Corporation and the Elgin, Joliet and Eastern Yards occupy a long and narrow detached strip of land at the northern-most end of the city proper. This strip lies between Lake Michigan and the Grand Calumet River, the latter serving as a line of demarcation between the mills and the city. Accenting this are the embankments of several elevated railroad lines. Detachment of the mills is further emphasized by a monumental civic center, Gary Gateway, at the northern terminus of Broadway and embracing sections of the four northernmost avenues—First, Second, Third, and Fourth—the natural entrance to the city by highways and railways. Between First and Third Avenues are two railway stations, considered a part of the Gateway. The one to the east is the Union Station of the New York Central and the Baltimore and Ohio Railroads, the other, to the west, the station of the South Shore Electric lines. Giving space and setting to the Gateway between Third and Fourth Avenues is Gateway Park, a landscaped plaza, facing which, on either side of Broadway, are twin structures of stone. The building to the east is the city hall, the one to the west, a Lake County courthouse. Originating on Gary Land Company property, Broadway, the principal business thoroughfare, bisects the Gateway and then stretches eight miles southward through the city.

Directly south of the Gateway is Gary's commercial district, the business buildings extending south on Broadway for forty-five blocks and east and west for only three blocks, with the exception of Fifth Avenue zoned throughout its length for business and apartment buildings. An imposing ten-story granite and brick building, at the intersection of Broadway and Fifth Avenue—the hub of the city—is the home of the Gary State Bank. Along Fifth Avenue, both east and west of Broadway, are hotels, apartment hotels, and other large apartment and business buildings.

This district contains numerous shops typical of a large city. There are candy shops, cigar stores, chain drug stores, linen shops, gift and book shops. Large mail order houses have retail stores in Gary, and several Chicago mercantile establishments have branch stores in the city.

Although Gary has twice as much territory as the older and equally populous Indiana cities of South Bend, Evansville and Fort Wayne, its downtown residential district is limited to a six-block wide strip, from Ninth Avenue on the south to Third Avenue on the north. This strip is circumscribed by railroads—the Wabash tracks on the south, the South Shore Electric Line on the north, the Pennsylvania Railroad on the west, and the Indiana Harbor Belt Line on the east. Eighth Avenue, running diagonally northwest to the Pennsylvania Railroad at its Fifth Avenue crossing, gives a triangular form to the attractive west side residential area, distinguished by modern, artistic homes, curved boulevards, two parks, Horace Mann School, and numerous churches. In this section also are two hospitals, St. Mary's Mercy Hospital ensemble, the institution proper, a school for nursing, and a chapel, is a block long. Methodist Hospital, an attractive brick institutional type building, embraces a school for nursing and a nurse's home.

In the east side residential section are comfortable and modern though less pretentious homes, the famous Emerson school, and Buffington Park.

East and west, beyond these two residential sections and the downtown commercial district, Gary sprawls over acre after acre of open space to become a many-sectioned city. Swamps and sand dunes, the Grand Calumet and the Little Calumet rivers, Lake Michigan, and trunk line railroads determine the boundaries of these dissimilar sections.

To the east of the seven-mile strip occupied by the mills is a lake front residential subdivision, Miller, including the 160-acre Marquette Park and sometimes called Marquette Park subdivision. This section has become a permanent residential district, although parts of it retain the summer resort aspect that once predominated. South of Miller are two other small residential suburbs, Inland Manor and Aetna. Each of these sections is within the city limits. East of Miller, bordering the lake and lying outside the city limits, are two of Gary's most distinctive residential suburbs, Dune Acres and Ogden Dunes.

Five miles south of Fifth Avenue is Gary's largest residential district, Glen Park, including Morningside. It is within the city boundaries, but is separated by blocks of vacant areas and by the Little Calumet River and its adjoining swamplands. Glen Park is bounded on the north by Riverside Park, on the east by Mississippi Street, on the west by Grant (north of 47th Avenue) and Harrison (south of 47th Avenue) streets, and extends on the south to 53rd Avenue, Gary's southern city limits. Planned in 1894 by Charles G. Williams, in 1899 this community was named Kelly, in honor of an official of the Nickle Plate Railroad, when a post office was established. The name remained until the establishment of Gary, when Glen Park was substituted. In this district are more than 5,000 homes, ranging from comfortable to luxurious.

"On the other side of the tracks," in this case the Wabash Railroad tracks, since early days in Gary has meant an abrupt transition from residential and business areas commonplace to the middlewest, to a district which might have been lifted from some Central European city. Here, in congested streets lined with shops, taverns, and dwelling places, live Gary's foreign-born population and a great part of its 17,000 Negroes. Originally called "The Patch," because of the number of ugly little shacks, this area is now known as the Central District, extends from Ninth Avenue, which parallels the Wabash tracks, to Riverside Park (Thirtieth Avenue), and includes much of the swamplands of the Little Calumet River, which are utilized for gardens. One author describes this section thus:

> This is the old world. . . . Houses are of every type of shack, bungalow and tenement; cafes have distinct national airs . . . club houses display strange and interesting flags and posters . . . coffee houses, those rendezvous of the Balkans, shelter gossiping, card playing men who read papers with the L's and P's crazily inverted. Even churches bear Byzantine domes, hawkers wander along leading sad-faced horses and shouting their wares in all versions of the bewildering jumble of tongues; children skip and run, half-naked, in the streets, mothers sing to dark babies strange, alien lullabies, remembered from European hearthsides. . . ."[1]

Marked principally by its religious centers, a church, parochial school, convent, rectory, frequently a social hall or settlement house, each showing a general adherence to foreign architectural styles, the Central District has a skyline punctuated with domes, spires, and turrets. Some of the streets in this district are pleasant, dotted with modern brick bungalows, surrounded by lawns and a few well-built apartment houses, but many of them, particularly those paralleling Broadway, are unattractive and shabby, the tenements ugly, and the general atmosphere bizarre.

The public schools in the Central District include the internationally famous Froebel School, attended by approximately fifty nationalities, and the splendid Roosevelt High School (Negro). Here also are five libraries, including the Alcott with its shelves of foreign books, and four parks with recreational facilities equal to those in any other part of the city.

Spacious settlement houses, some Gothic, others Spanish, still others ultra-modern in design, offset some of the drabness of the Central District. Particularly well-composed are the Gary-Alerding Settlement House on

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[1] Arthur Shumway "Gary the Shrine of the Steel God." Magazine *The American Parade,* January, February, and March, 1929.

W. Fifteenth Avenue, and the Gleason Welfare Clinic on E. Fifteenth Avenue.

Gary's 600 acres of public parks and playgrounds and 200 miles of paved boulevards give character to every section of the city. Artfully landscaped, frequently with the national contour of the low dune country retained, parks have club houses, winding boulevards, walks, and sometimes athletic fields, tennis courts, and golf courses. In the downtown section are Gateway, Jefferson, Buffington, and Jackson Parks. In outlying areas are Marquette, at the lake front, the most attractive and most popular of all; Riverside, on the south, the largest, containing 300 acres; Tolleston and Norton Parks.

Virtually all streets, with the exception of Broadway and Fifth Avenue, are of the same width and of the same material (asphalt). Sidewalks, like streets, are all of the same width and are constructed of concrete.

The public school buildings of the famous work-study-play system—there are twenty units—as a rule are of English Gothic design, and most of them are imposing structures. Some of the units include three or four large brick buildings, landscaped grounds, and athletic fields.

Gary's 118 churches range from the cathedral-like edifice downtown that houses the City Church (Methodist) to the little Roman Catholic Mission for Negroes (St. Monica's on W. Twenty-fifth Ave.). The large number of Roman Catholic churches in the Central District, each reflecting the architectural influences of the dominant racial group in the parish, enhance the old world atmosphere to be found in this part of the city.

Everything in the city is new—the blades of grass, the black soil, the trees. There are no old homes nor buildings, no lanes nor by-paths lined with old trees. Even the people are newcomers; no one in Gary (1938) who is more than 32 years of age can call Gary his home town. The general topography has been artificially altered from a series of dunes and marshes to a level, well-drained terrain. The original soil, wholly sand and muck, has been covered with clay and black dirt, and the few native scrub oaks have been replaced with quick-growing poplars, all the same size and height.

To give access to the plants on the detached strip of land between the Grand Calumet River and Lake Michigan, four bridges, for as many main highways, span the river; over these, for one or another of the three mill shifts, pass 30,000 workers. Special street cars, buses, automobiles are filled with workers and sidewalks resound to the march of feet. During the shift changes, Gary is better seen than at any other time as a steel mill town, and it is easier to realize that its 100,000 residents subsist entirely, whether directly or indirectly, from steel and its fabrication.

Today, (not quite 30 years since the first steel was made) Gary ranks with the greatest steel producing centers of the world. Most of its mills are the largest of their kind, and the Calumet Region, in which Gary is the most important city, produces one-fourth of the nation's steel. With the South Chicago plant of the steel corporation, and the Joliet plant, the midwest unit has an ingot capacity of 9,754,000 gross tons annually. Open hearth furnaces number 95, while there are 7 electric furnaces and 6 Bessemer converters. A total of 25 blast furnaces and 18 batteries of coke ovens are noted at 7,038,000 gross tons of pig iron and 6,453,000 net tons of coke per year respectively.

In the Gary Works alone, there are 976 coke ovens, a by-product recovery plant, a Wilputte benzol plant, with an annual capacity of 5,739,000 tons of coke, 39,080,000 gallons of tar, and 21,440,000 gallons of light oil. There are 12 blast furnaces with a total annual pig iron capacity of three and one-half million gross tons. There are 49 stationary basic open hearth furnaces. The annual ingot capacity is 5,228,000 gross tons and for semi-finished steel including billets, blooms, slabs, sheets, and bars, 3,396,000 gross tons. The rail mill has an annual capacity of 960,000 gross tons. Other annual capacities are: plates, 480,000 gross tons; strip steel, 606,000 gross tons; tie plates, 162,500 gross tons; axles, 120,000 gross tons; wheels, 60,000 gross tons, and merchant bars and light structural steel, 1,123,000 gross tons.

Rolling mill equipment includes 40 4-hole soaking pits, 14 regenerative hearth type heating furnaces, fuel, producer and coke oven gas and fuel oil.

Continued expansion and modernization made necessary the expenditure in 1935 and 1936 of more than $70,000,000. Early in 1935, as the result of a survey of possible markets and plant facilities, the company modernized its facilities for the manufacture of flat strip steel by changing the 28-inch two-high strip mill at the Gary steel mill to a 38-inch mill of the new four-high type, which meant virtual reconstruction of this mill. It now has capacity to produce 400,000 tons of strip per year.

The new Brunorizing furnace of the Gary Works, completed in 1936 at a cost of approximately $1,500,000, is the result of more than 25 years of research. In it, rails, as delivered from the mill, are given a controlled thermal treatment, resulting in greater ductility and high resistance to impact. The furnace has a capacity of 70 gross tons of steel rails per hour. The first of its kind ever installed in the United States in a rail mill, the furnace is 250 feet long and 9½ feet wide. A charge of from five to eight rails enters and another leaves at uniform intervals of from three to five minutes. Each rail in its journey through the eight automatically controlled heating zones remains in the furnace from eighteen to thirty minutes, depending upon the section of rail and the number of rails in the charge. The rails move automatically over specially constructed alloy rollers from zone to zone. This new furnace, together with the method of end-hardening rails by means of jets of compressed air, produces a rail designed to meet the constantly increasing stresses imposed by modern rail traffic.

The tin mill is equipped with a 42-inch hot strip mill having an annual capacity of 500,000 gross tons, a cold reduction department having a five-stand tandem with an annual capacity of 350,000 gross tons, and hot mills having an annual capacity of 183,400 gross tons; it manufactures flat steel products in the lighter gauges, including hot rolled strip, black plate, and tin plate, produced by either the cold reduction process or the hot rolled process.

The five-stand tandem, cold reduction mill which was completed in 1937 at a cost of $5,000,000 is similar to the one which was placed in service in July, 1936. Combined with two earlier cold reduction units and with the producing old style hot mills still in service, the new mills give the company a total annual production capacity of 500,000 gross tons of tin plate or an average of a million and a half sheets of tin plate daily. Although gigantic in size and output, these mills are capable of producing tin plate down to five-thousandths of an inch in thickness, or one quarter of the thickness of an ordinary bond paper letterhead.

In March, 1936, the company placed a new 80-inch continuous hot strip mill in production at the Gary Sheet and Tin Mills. Housed in buildings approximately 300 feet wide by 2,200 feet long, the mill was built on made land on the shore of Lake Michigan. Although its rated capacity is 60,000 tons per month, it has exceeded this production rate and has turned out as much as 66,000 tons per month.

The sheet mill has a cold reduction department with an annual capacity of 177,800 gross tons. The sheet mill manufactures flat steel products in sheet mill sizes and gauges including hot rolled strip, cold reduced strip, hot rolled and cold reduced black sheets.

Two new reversing cold reduction mills were completed in 1935 and a new three-stand tandem cold reduction mill was put into operation in July, 1936, turning out sheet steel used in the manufacture of automobile bodies, mechanical refrigerators, steel furniture, washing and ironing machines, sheet steel kitchen stoves, and similar products.

Due to a radical change in processes, the Gary Works of the tube company for several years has not been producing pipes. At its peak production period it manufactured 570,000 tons of pipe yearly.

In the city there are many marks of the mill town. The one daily newspaper, the *Gary Post-Tribune,* devotes front page space to the expected weekly tonnage of steel in the plants or to the firing of an additional blast furnace. Quotations of United States Steel Stocks are displayed daily—nearly every employee had a few shares in pre-depression days—while two daily columns of this paper, containing poetry and facetious items, are entitled *Flue Dust* and *The Open Hearth.*

Steel mill jargon has its place in daily conversation. Few there are in Gary who do not know that "rollers" and "heaters" are the highest paid men in steel making. "Straw boss," "juice man," "grease donkey," "rougher," "hooker," "cinder snapper," "bull gang," "thumb stool," "helper," "foreman," "tricks," "turns," "raises," "shutdown" are significant terms in small talk.

Earmark of the mill town is the type of shop predominating. Gary has "army stores," large department and chain stores, displaying piles of laborers' canvas gloves, corduroy trousers, heavy shoes, caps, flannel shirts. There are more than 400 retail grocery stores, a hundred restaurants, and several score wholesale meat and grocery plants. Foodstuffs line the streets of business sections; where zoning permits, sidewalk stands display fruits and vegetables.

A great number of steel mill employees still pursue the custom of charging everything they purchase, paying their bills on pay-day. Pay-day is a red letter day; it means payment of rent and food bills, new clothes, new shoes, and perhaps whiskey and a good time. Someone has said Christmas comes 24 times a year in Gary.

An identifying mark that steel has left on Gary is the large ratio of male inhabitants, 119.0 to each 100 women. This percentage is the highest proportion of males of any city of more than 100,000 population in the country.

Typical, too, of a steel city, as has been mentioned, are the facts that the number of foreign-born exceeds the number of native-born residents of the age of 35 or over, and that the majority of foreign-born are southern European. These people, it is contended, tend to be attracted to an industrial city such as Gary, where there is demand for unskilled labor.

There are 20,000 foreign-born residents in Gary and of these only 2,688 are of English origin.

Foreign-born women of the peasant class—and, in fact, many of the men—adhere to the customs of their native lands in their homes and in their social and religious life. Having less contact with native Americans than do their husbands, the women encounter linguistic difficulties, and after a brief attendance at night English classes, return to the use of their native language, relying thereafter, on their children and husbands to serve as interlocutors. Frequently their attempts to adopt the dress and customs of the new world are equally unsuccessful.

In striking contrast are the children of foreign parents, who attend the public schools and participate in the programs of the settlement houses, the Y.M.C.A., the Y.W.C.A., and in the Boy and Girl Scouts. Quick to adopt the speech, especially slang phrases, dress, and mannerisms of their schoolmates, these children, by the time they are ready to enter high school, are Americanized.

A striking characteristic of many foreigners is their penchant for organization. They organize their own lodges, social clubs, patriotic groups, political organizations, churches, and singing societies. In Gary, in the Hungarian colony alone, there are the Verhovay Aid Association, Hungarian Reformed Federation of America, Hungarian Educational and Entertainment Club, Hungarian Ladies Social Club, Hungarian Women's Club, Gary I. W. O., Hungarian Worker's Organization, Chi Sigma Gamma, Saint Emeric Lodge, Reformed Ladies' Aid Society, and Reformed Women's Friendship Circle. And this list does not include political organizations.

A caravan of gaily decorated automobiles, filled with bedecked bride, bridesmaids, groom, and wedding guests, is a common sight; parades almost invariably follow foreign weddings. Frequently bursts of song invade the downtown section as a truck filled with Hungarian singers in national dress speeds by, enroute to the annual Hungarian picnic. Each foreign group has such an annual picnic, where there is folk dancing and singing and homeland dishes are served.

Foreign grocery stores, meat markets, and bakeries, specialize in native foods. There are Italian shops, specializing in spaghetti, ravioli, and Italian breads; Polish markets displaying Polish cured hams; and Greek bakeries dealing in pastries and aptos.

Numerically, the Poles with 2,594 residents are the greatest, followed by Slovaks, Greeks, Germans, Croatians, Italians, Serbians, Hungarians, and Russians.

Annually an average of 400 of Gary's foreign-born become naturalized citizens, and it is these who discard, more quickly than the others, old world ways. Scarcely conscious of their own transformation, they frequently become active in city and county affairs, are elected to office, and influence a large group of voters who speak their own tongue. In the professions, medicine, law, architecture, and dentistry, names ending in *off, iski, rez,* and *vich,* frequently are found. Many of Gary's restaurants, grocery stores, fruit stands, meat markets, and some of the finest specialty shops are owned by foreign-born residents.

Most of the peasant class who labor in the steel mills came to Gary "to rest a while, then set to sea," in other words, to work in the mills, save their money, and return to their own countries. These men, out of an old world, without suitable training, ill-equipped, frequently bewildered, have presented a problem of rehabilitation to Gary citizens. The churches have met the problem with settlement houses, schools with special curricula, libraries with special shelves, and one of the most comprehensive programs of social welfare in the country.

Philanthropy is the dominant theme of many clubs in the city, both men's and women's, and city-wide campaigns or drives for funds for settlement houses, hospitals, clinics, a home for Negro children are frequently undertaken by the Gary Community Chest. Sororities and fraternities, whose purpose of organization is charity, abound, while Gary's most fashionable social groups are the service clubs where milk funds, free cafeterias, iron lungs for hospitals, and layettes for nurseries, are subjects of discussion.

## UTILITIES

*THE TELEPHONE*—Although the first telephone in Gary was almost an anachronism—the telephone came before the city itself—the telephone has had a significant role in Gary's development from the city's very beginning. In 1906, when the United States Steel Corporation decided to build a great steel plant on what was then a sandy waste, a crew of civil engineers was sent to survey the region and lay out plans for the mills. One of the first things they did was to order a telephone line so that they might report their findings and progress.

W. Rufus Abbott, suburban superintendent of the Chicago Telephone Company and later president of that company and its successor, the Illinois Bell Telephone Company, realizing the importance of the steel corporation's enterprise, called up Oscar A. Krinbill, Hammond manager, and gave him instructions for the installation of the necessary lines and equipment.

Mr. Krinbill's first task was to find "Calumet Heights," the location given on the telephone contract. He set out with a horse and buggy and by following sand roads finally reached Tolleston. There he found a hunter who "knew a place sometimes called Calumet Heights" and also knew where the steel company engineers had put up their temporary shack. "Will you drive me over there?" said Mr. Krinbill.

"Drive! It can't be done," the hunter replied. "If you want to go there, it's wade, part of the way. Get a pair of hip boots and I'll pilot you over; it's only a couple of miles or so of sand and swamp." The boots were borrowed, and Mr. Krinbill made his first trip to the lonely spot that was to be called Gary. He made an estimate of the material necessary and the next day a telephone line gang was on the job.

Telephone service was established in the temporary building used by the steel company as an office, by a connection from the company's South Chicago private branch exchange.

On October 22, 1907, the Chicago Telephone Company was granted a franchise for operation of a telephone system in Gary. On November 7, 1907, two toll stations were installed, one connected with Chicago, and the other with the Hammond exchange in an office in the Feuer Building, 560 Broadway, until an exchange could be established. The exchange was installed on December 8, 1907, at which time 'phones for 150 subscribers were placed in service. The equipment had been built for Monroe Office in Chicago, but owing to the emergency of the situation the telephone company assigned it to Gary, where intensive activity occasioned by the building of an important industrial center created a need for greatly increased communication facilities.

To keep pace with Gary's development, the telephone plant was enlarged many times; by 1913 there were 2,700 telephones in service. On May 24 of that year an 18-position switchboard was placed in service in a new two-story brick and reinforced concrete building at 725 Madison Street. In 1928, when the existing telephone plant was approaching its capacity, a large addition to the central office building was constructed. This project had called for the solution of several unusual engineering problems. The sandy nature of the soil in the vicinity necessitated driving piles down to solid earth to support the footings of the addition and to reinforce the footings of the existing structure, work made difficult because of the danger of disturbing outside cables, storage batteries, and other equipment throughout the building, and so interfering with the operation of existing telephone equipment. The new foundation was designed to carry an additional two stories when needed.

On June 29, 1929, an entirely new dial office, the first to be established in the Chicago suburban territory, was placed in service in the enlarged building, replacing the existing system. The project involved the replacement of 13,000 manually operated telephones with dial telephones, and sufficient equipment was installed to handle nearly 4,000 additional telephones. For the Miller area, a small dial office with sufficient equipment to serve about 600 telephones, operated in conjunction with the main Gary office, was established in a modern one-story brick building erected on the east side of Lake Street north of Miller Avenue. The building was designed to carry a second story when additional space required.

In 1910, when the population of Gary proper and suburban areas was 23,300, the number of telephones in service was 1,500. In 1920 the city had 56,000 inhabitants and 5,300 telephones. In 1930 the population had reached 100,400 and the number of telephones, 13,600.

With reserve facilities to care for growth for some years to come, Gary's modern telephone exchange (including Miller office) was serving 10,545 telephones on April 30, 1937. There were 8.8 telephones per 100 population in Gary at the beginning of 1937. Gary exchange contained 58,615 conductor miles of exchange wire, including wire in cable, on May 1, 1937. The central office was handling, during busy hours, as many as 6,400 calls per hour.

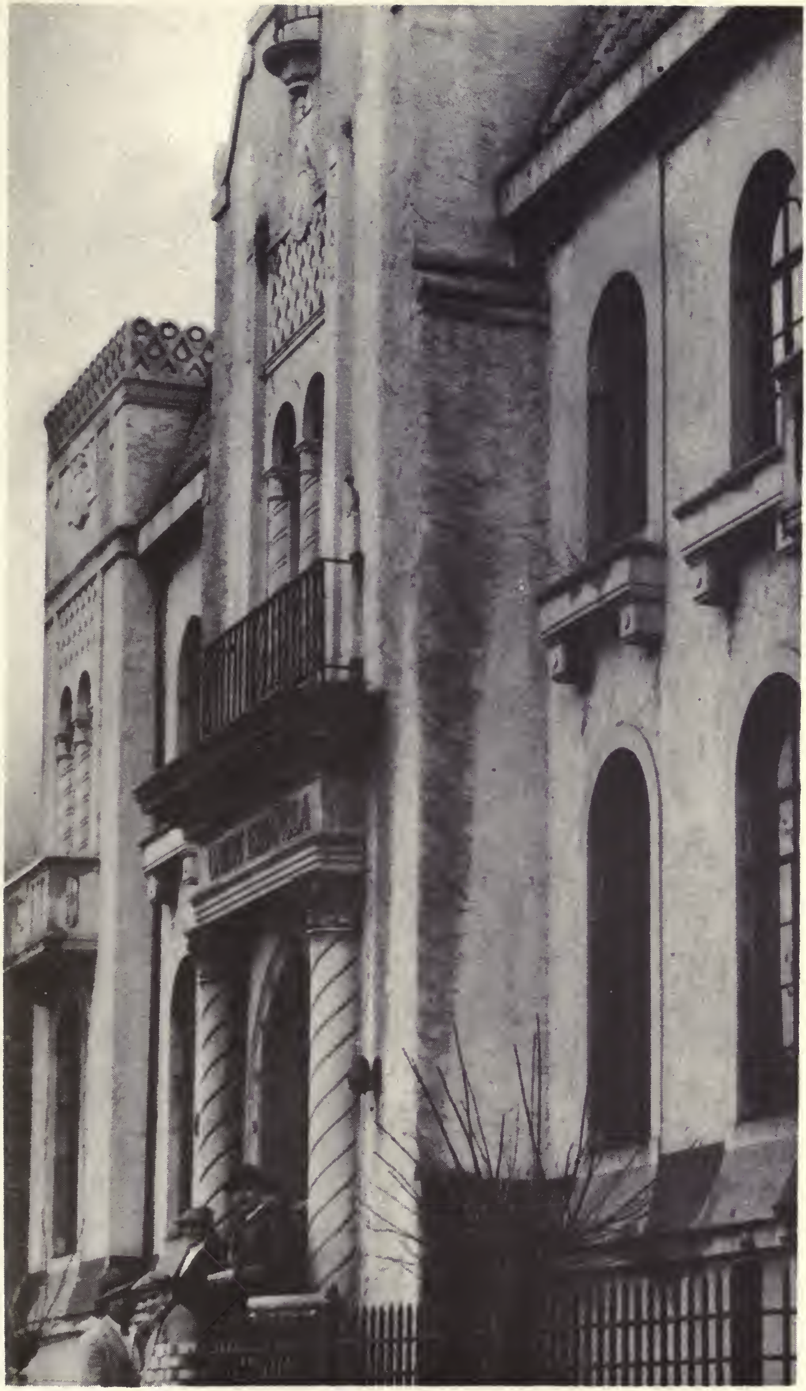
*PUBLIC SERVICE CORPORATION*—When in 1906 the United States Steel Corporation decided to assist in building a model city as a super-structure to its midwest steel plant, it organized what has since been called the Gary Heat, Light, and Water Company. This Company was incorporated August 21, 1906, the United States Steel Corporation owning all of its stock. Original officers were Eugene J. Buffington, president, George G. Thorpe, vice-president, and Thomas J. Hyman, secretary and treasurer.

In March, 1913, the Gary Heat, Light and Water Company acquired the site of the pumping station and water tower from the Gary Land Company. The United States Steel Corporation continued in control until May 8, 1931, when the Midland Utilities Company purchased the company's stock. In July, 1931, the stock was again purchased by the Gary Electric and Gas Company, a subsidiary of Midland Utilities Company.

Original offices were located in a room in the northwest corner of the old Gary State Bank Building, 500 Broadway. In April, 1912, offices and sales rooms were moved to the Phillips Building, 487 Broadway. Upon completion of the new ten-story Gary State Bank Building in September, 1928, they were moved to this building. Sales rooms occupy

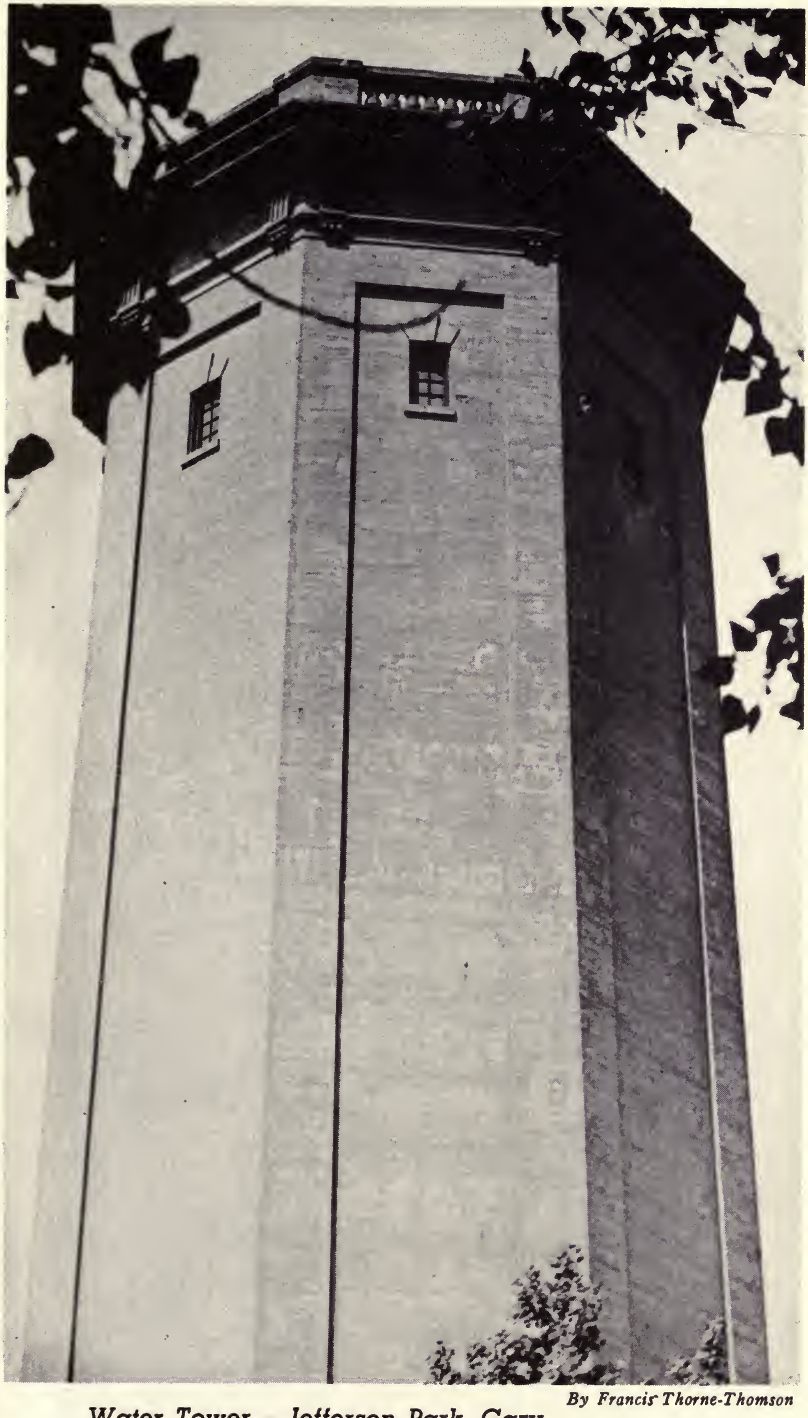
In Gary's Residential Sections

In Gary's Residential Sections



Gary's Spanish Center

A Trinity of Foreign Churches



By Francis Thorne-Thomson

Water Tower — Jefferson Park, Gary

*Emerson School, Gary — A Work-Study-Play School* space on the first floor at the northeast corner and in the basement. The front half of the entire second floor is used for public offices, meter applications, bookkeeping, and cashiers' offices. Additional offices occupy the third floor.

The company has grown and extended its facilities to meet the many, rapidly changing needs of the city. In July, 1926, it purchased from the city of Gary the water and electric system serving the old town of Miller, now a part of Gary.

*ELECTRICITY*—During the 31 years of the Gary Heat, Light and Water Company's existence, it has supplied electricity to Gary residents in alternating current 25 cycle. Complaints have been made that the 25 cycle is flickering and that independent industries have refused to locate in Gary because of this unique current. As a result the company recently announced that the 60 cycle current is now available to industries and that a program is under way to change its entire equipment and customers' use to 60 cycle. This program will require approximately four and one-half years to complete.

The Gary Heat, Light and Water Company in the past has purchased its electrical energy from Carnegie-Illinois Steel Corporation. Upon construction of the new equipment, the energy will be procured from the Northern Indiana Public Service Company. Electricity furnished to industries is already purchased from the latter company and carried as high voltage electrical energy by the tall transmission towers which stalk across the Calumet Region. The high voltage towers and cables owned by the Northern Indiana Public Service Company are used for transmission between the State Line Generating Station and various points in Indiana.

The annual sale of electrical energy amounts to 36,523,000 kilowatt hours, which is distributed over 240 pole miles of distribution lines. The average consumption for each residential customer for the year 1936 was 633 kilowatt hours. There were 1,480 transformers and 27,500 electric meters in service.

*GAS*—The gas which Gary residents use is manufactured in the Carnegie-Illinois Steel Corporation plants in Gary, as a by-product of the coke ovens. Purchased by the Gary Heat, Light and Water Company, the gas is transmitted through mains from the coke ovens of the steel corporation to the company gas plant on the Grand Calumet River at Jefferson Street.

After the gas is received at the gas plant, it is passed through iron oxide for elimination of sulphur, through calcium chloride for elimination of excess moisture, and through absorbent oil for elimination of naphthalene.

The purified gas then passes to three giant storage holders. From these it is pumped to the distribution mains throughout the city. These holders have a total capacity of 2,514,000 cubic feet. The annual sales of gas in Gary amount to 1,025,025,000 cubic feet, which is carried through 148 miles of mains of 2 inches to 12 inches in size. There are 22,660 gas meters in service in the city.

*WATER*—Gary's source of water supply is Lake Michigan. Water is pumped by electrically driven pumps from a deep water crib one and one-half miles from shore through a six-foot intake and tunnel, to the pumping station located in Jefferson Park. Then the water is pumped to elevated storage tanks. The combined capacity of these elevated tanks is 340,000 gallons.

Gary water is purified by chlorination. The efficacy of this method was questioned in September, 1937, when Mayor L. B. Clayton of Gary in an open letter to A. C. Colby, president of the Gary Heat, Light and Water Company, demanded rehabilitation and extension of the water system and installation of a filtration plant. A survey, which included a scientific check of the water crib in Lake Michigan, of the tunnel, and of the entire distribution system was made in September and October, 1937, by Alvord, Burdick, and Honson, a Chicago engineering firm, upon order of the Gary Heat, Light and Water Company. The company maintains that the water when delivered to the consumer is chemically and bacteriologically pure. Frequently, it is murky and ill smelling.

Distribution is through 142 miles of mains 2 inches to 30 inches in size. There are 14,600 water meters in service. Annual sales amount to 2,801,538,000 gallons.

*TRANSPORTATION*—With the development of the steel mills in Gary, need arose for a transportation system to serve the community and to link it with the existing towns of Hammond and East Chicago on the west and Hobart, East Gary, and Valparaiso on the east. On July 6, 1907, the town of Gary granted a franchise to Frank N. Gavit and others for the construction and operation of an electric railway system on designated streets in Gary. Construction work started in September of that year and on May 20, 1908, cars were placed in operation on Broadway between 4th Avenue and the Pennsylvania Railroad.

In subsequent years additional franchises were secured from the town of Tolleston and the city of Hammond for the Hammond division. The East Chicago Street Railway connected Indiana Harbor with Gary by way of Cline Avenue and West Fifth Avenue and also through East Chicago on Kennedy Avenue to the Hammond Line, the latter extension later being abandoned. During the earlier years, lines were constructed between Valparaiso and Chesterton, LaPorte and Goodrum, Woodville Junction and Gary, Hobart and Crown Point and Gary.

In 1913 the Gary and Interurban Railroad Company was incorporated; several of the earlier companies were consolidated with it to place under one management the operation of a street and railway system comprising about 85 miles of track in Gary and connecting Gary to Hammond, East Gary, LaPorte, and Valparaiso.

Two years later the company was placed in receivership. The merger dissolved and in 1917 the Gary Street Railway was incorporated to take over from the receiver the properties of the Gary & Interurban Railway Company and the East Chicago Street Railway Company, thereby securing city service in Gary and connections to Hammond and Indiana Harbor. Other properties merged by the Gary & Interurban Railroad Company were sold by the receiver as separate units. At the same time the old Goshen, South Bend and Chicago Railroad Company, which built the line to LaPorte, passed out of existence; the line was dismantled.

Lines between Gary and Hobart, and Gary and Crown Point remained in operation, entering Gary over the tracks of the Gary Street Railway. In 1925 the Gary Street Railway Company changed its corporate structure and its name, becoming the Gary Railways Company, and acquired the Gary & Valparaiso Railway Company, The Gary Connecting Railroad, and the Gary & Hobart Traction Company, thereby unifying the operation of the system throughout the region. In 1928 the Gary & Southern Traction Company line to Crown Point was added to the system by lease.

In this manner Gary Railways as they exist and function today have been built up and developed to keep pace with the growth of the Calumet Region. Changing conditions have resulted in changes in operation, and street car lines have given way to gasoline motor coaches on the Crown Point, Hobart, Valparaiso, and Indiana Harbor service and in the city service to Miller. The company now operates 52 street cars over 76 miles of track, with 30 motor coaches giving supplemental and feeder service. Six substations furnish electric power for street car operation, and a car repair and inspection shop is employed for upkeep of car equipment. The company employes 215 persons for the complete operation of the property including car operators, shopmen, trackmen, substation men, line men, and supervisory and office employees. The electric power consumption exceeds a million kilowatt hours per month, and more than 10,000 gallons of gasoline per month is used in bus operation. Combined car and coach operation serves more than a million riders monthly, covering approximately a quarter of a million miles per month in the operation.

Most difficult responsibility of the system is to give adequate transportation to men and women employed in the great industries at the north end of Gary. For this task cars and buses are scheduled to move large loads to and from the several entrances at the time of shift changes. At such times the facilities of the company are taxed to capacity to provide for the peak load service. About one-half of the available car and coach equipment is out of service except at such times.

In the development, construction, and operation of the Gary Railways system there has been much pioneering in the territory and in the industry. The original construction of many miles of track preceded road developments; notably in the Hammond and Indiana Harbor extensions track work was pushed ahead through marsh land and sand dunes in advance of road builders. Gary Railways kept pace with the transportation industry in the early use of one-man operated safety cars and trailer trains, as well as in construction of thermit-welded rail track construction on steel ties of concrete pavement.

If the statement is true that a city may be judged by its utilities, the city of Gary ranks high among municipalities. The value of the plant and properties of the Gary Heat, Light and Water Company is approximately $8,000,000. The Gary Telephone plant and its equipment is as modern as may be found anywhere, and Gary's transportation system, including street car and motor coach, has kept pace with the growth of the city.

## WORK-STUDY-PLAY SYSTEM

When William A. Wirt[1] arrived in Gary with the germ of his work-study-play system, the city was still on paper, but within four years there had grown up an ideal laboratory for his work. No other American city offered a better field for intelligent experimentation in education, and it was possible to make a school system to order with the rest of the city.

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[1] William A. Wirt was born on January 21, 1874, on a farm near Markel, Ind. When his high school studies were finished he attended De Pauw University, where he obtained Ph. B. and Ph. D. degrees, and later that of Doctor of Pedagogy. He did postgraduate work there and at Chicago University, and made special studies of educational methods in England, Belgium, France, and Germany. He was superintendent of schools in Redkey, Ind., from 1895 to 1897; instructor in mathematics in the high school in Greencastle, Ind., from 1897 to 1899 and superintendent of the Bluffton schools from 1899 to 1907. It was his conviction that the average student at that time was poorly prepared and badly trained for adjusting himself to the world into which he was thrust at graduation. He had put some of his theories into practice at Bluffton, but the made-to-order town of Gary provided opportunity for full development of them. When New York City educators heard of the new system they called him to New York to explain it and by 1918 had adopted many features of the Gary system. Some features also have been adopted by 500 other American cities. Dr. Wirt died in 1938. He was succeeded by Herbert S. Jones.

The work-study-play system has three salient features. First, there are the many hours spent by the student in school—a long day (8:15 to 4:15), Saturday school, and summer school. Saturday school and a summer school which leaves only two week's vacation are optional, but attendance is usually large. The purpose, of course, is to keep the child off the streets as much as possible; he receives supervision fifty weeks out of the year.

A second characteristic is the curricula, which includes cultural subjects, academic training, vocational courses, church school, and an intensive physical education program.

Third, there is the part played by students in school government. In every way possible initiative, self-reliance, and personality are developed.

A prerequisite of Gary schools is a specially designed school building whose equipment provides for operation of a system requiring virtually full-time attendance, and offers widely diversified training. Emerson school, first unit built, served as a model for the twenty succeeding plants, and includes three buildings, containing 29 classrooms, 12 studies, 4 laboratories, 6 gymnasia, 2 libraries, 6 shops, 2 kindergarten rooms, and a sight-saving room. Surrounding the buildings are ample playgrounds, baseball diamonds, tennis courts, a "zoo," and gardens which the children tend as part of their school work. The "zoo," or animal husbandry plant, also, is attended by students and contains sixty pens of fowls and animals. The gardens and "zoo" are self-supporting and in some years have netted as much as $300.

The auditorium is the heart of the Gary system. "One aim of the auditorium," according to Mrs. James A. Patterson, former president of the school board, "is to develop the child as an individual by inculcating personality traits such as self-possession and poise, command of English, practice of courtesy, wise use of leisure time, and dependability. Next, to develop the child as a social being by imparting a knowledge of group action and learning to follow, as well as to lead, together with a broad attitude toward life through participation in all school activities. Then to develop the child as a citizen by bringing into being a consciousness of school, city and world movements, respect for the rights of others and the Flag and the courtesies due it, a willingness for cooperation and an increased desire to help with the common activities of life which each day brings."

In the auditorium classes children prepare and execute their own programs. The child is taught to "think on his feet," preside at meetings, introduce speakers. There are plays, recital and lectures, demonstration classes in correct speech, and motion pictures. Dramatic work is emphasized as providing training in diction and voice.

The auditorium of each school, equipped with stage, theatrical paraphernalia, and large seating capacity, is the meeting place for the Parent Teachers' Association and other organizations. At community night gatherings in these buildings there are concerts, plays, motion pictures, and thrift and safety talks.

The Gary system functions on the premise that training in work which will enable a student to earn his livelihood must be emphasized. Since Gary is a steel center, a vocational program based on the opportunities of the steel industry is offered, but there is also other vocational training.

Industrial arts activities, starting in 1908 with a wood shop at Jefferson school, now (1938) are carried on in 37 shops, as follows:

| | | | |
|---|---|---|---|
| Woodworking | 10 | Foundry | 2 |
| Drafting | 8 | Auto Shop | 1 |
| General Metal | 4 | Forge Shop | 1 |
| Electricity | 5 | Pattern Shop | 1 |
| Machine Shop | 2 | Printing | 2 |

Related Technical Training 1

In the all-day school classification, shop practice requires three continuous hours daily, with one hour for related work and three hours for other work, either related or conventional high school. This trade course is selected by parent and pupil, who is excused from a study period and other special work. There are seven classes in the all-day trade instruction.

The apprentice training course lasts four years and provides instruction in various skilled trades. Apprentices are employed full time and receive one day of instruction pertaining to their particular trade, which is administered by the school but given by instructors selected by employers and school officials jointly. Instruction sheets are prepared by skilled craftsmen.

Trade extension work is for industrial workers known as "helpers" or "learners" and is designed for the purpose of increasing their efficiency. Two night classes a week, taken on the workers own time, provide shop work in the particular trade which they have chosen.

Training in domestic science is provided for girls. Students in culinary classes prepare all the food for the self-supporting school cafeterias under supervision of instructors who must not only be able to teach, but must also have a knowledge of dietetics, buying, accounting, and managing help. Work in these classes is so rotated that students gain experience in every phase of domestic science. There is always enough practical help to safeguard pupils from overwork.

In smaller schools, after the morning preparation for lunch and then lunch itself are over, the cooking and lunch room, with its long tables, is converted into a sewing room. In the unit school, separate rooms are provided for this work. Pupils make the things they need—dresses, suits, aprons, and little children's clothing. There is also instruction in weaving on looms, both large and small, and in block printing.

Work in the art department is planned to complement the programs in literature and history, and includes drawing and coloring classes. Placed in this category, too, are classes in pottery and pottery design. Art departments of the various schools provide instruction in appreciation, and many of the schools, through the efforts of students in connection with annual art exhibits, or through gifts, have acquired valuable collections. Begun twenty years ago with a copy of Rembrandt's "Mother," Emerson school now has a collection which includes Frank V. Dudley's "The Trail of the Wind," "Night," and Alexis Jean Fournier's "Gary at Night."

Every unit school has a band of a hundred or more pieces, an orchestra of both boys and girls and one composed entirely of girls. These bands and orchestras, have daily practice periods, and there are *a capella* choirs and younger children's choruses.

Organization of school work beginning with the fourth grade is departmentalized as in high school. English classes are sectioned on the basis of reading ability, and individuals are adjusted to groups in all classes. To the conventional program of the kindergarten-primary department are added courses in appreciation of art and nature. Social adjustment is emphasized.

Mathematics is treated as a fundamental. For those who expect to enter college or university, there are preparatory courses. Those who intend to work immediately after high school are offered courses in business arithmetic and general applied mathematics; there is also instruction in salesmanship, bookkeeping, and the use of business office machines.

Correlation of geography, history, civics, and economics is essential to the Gary program. Each subject is made to depend upon the other for its fullest meaning. Geography is taught in relation to historical events, and history is explained frequently by geography. Teachers encourage immigrant children and those of foreign-born parents to give reports on other countries of the world.

Direct training for intelligent participation in citizenship is provided in current events classes, a part or all of one class period being set aside for this work each week. Children above the third grade are furnished weekly papers containing summaries of important current events.

Nature study rooms have plants, aquariums, fish bowls, drawings, pictures, and collections showing the trends of natural advancement. This work, begun in the first year and carried on through the eighth grade, requires an hour a day from ten to forty weeks. Trips made to the Dunes, Field Museum, Shedd Aquarium, zoos, and conservatories in Chicago parks under the supervision of a teacher are most valuable to nature study classes. This work lays the foundation for high school science classes.

Other features, unique or more highly developed than in other school systems, are the medical, welfare, physical education and vocation rehabilitation departments, and provisions for religious training.

The medical department has for its objectives prevention of disease through inoculation and vaccination, discovery of physical and mental handicaps, and elevation of the physical well-being of all pupils. On the staff are two physicians, eight teachers of health and hygiene, who are also nurses, four clerks, two dentists, three hygienists, a sight-saving teacher, and a teacher of lip-reading. Co-operating with the Gary Health Department, the school medical department has charge of the immunization program. School physicians decide whether students are physically fit for athletic activities or R.O.T.C., or whether they should be excused from any or all forms of physical education. Comfortable and well equipped rest rooms are provided for those who need a period of rest each day.

The physical education staff includes twenty-six women instructors, twenty-two men teachers, and the director. Activities embrace football, basketball, soccer, tennis, track, baseball, handball, and swimming, during their respective seasons. There is a swimming pool in each of the larger centers. The Gary schools have a welfare department, aimed towards checking delinquency, mental breakdown, and final failure, which has three divisions; the census division, which conducts annual house-to-house canvasses to check all minors, advise on preparing children for school attendance, and make suggestions concerning treatment for handicapped children of pre-school age; the attendance division, which sees to it that the responsibilities of parents, who are held responsible for the attendance of all children between the ages of seven and sixteen, are properly carried out; and the handicapped children division, which conducts special classes designed to meet the needs of such students.

Comparable to the vocational rehabilitation program started in Lake County in 1929, the welfare department of the Gary Schools, at the request of parents and with the aid and co-operation of parents, teachers, physicians, school psychologists, and psychiatrists, will attempt to straighten out maladjusted children. Since 1930 an eminent psychiatrist has headed the Gary Child Guidance Clinic.

Gary schools make it possible for a child to receive religious training by providing quarters where children of any faith may be instructed. Rules governing such training provide that parents state in writing that they wish their children to avail themselves of this privilege, that instructors be provided by churches without cost to the community, and that discretion be used in determining the character of the instruction to be imparted so as to avoid highly controversial topics that might be detrimental to the discipline of the school in general. Instruction periods are so arranged as not to interfere with the academic or vocational training.

## GARY POINTS OF INTEREST

### "East Side"

(1) GARY GATEWAY formed by an arrangement of massive twin municipal buildings and an Esplanade, is the natural entrance to Gary, the intersection of Fourth Ave. the city's most northerly E-W arterial highway, and Broadway, the main N-S thoroughfare. The building on the east of Broadway is the (2) GARY CITY HALL; the one west is a (3) LAKE COUNTY COURTHOUSE. Each faces the landscaped Esplanade of 10 acres.

Of similar design, the buildings are 43 feet in height and 180 feet long by 80 feet wide. Domes with octagonal bases rise 26 feet above the attic story of each. The north facades are dominated by majestic colonnaded porticos of modified Grecian-Doric design. Exterior lighting fixtures on both sides of the porticoes are adorned with rams' heads. The four-story buildings, constructed of cast stone (cement and granite chips), have entrances on all four sides. Wide corridors lead from central foyers the full length of the buildings. Floors and walls on the main floors are marble. Exterior differences between the buildings are variations in the figures in the bas-relief, in window structure, and in other ornamentation —the City Hall correctly following the pure Greek in its embellishment, the Courthouse introducing electic ornamentation. The columns of the courthouse portico are fluted; those of the city hall, plain. The interiors reveal functional differences.

The ten-acre Esplanade lies between the buildings and Gary's railroad terminals. This "front yard," is landscaped with fountains, reflection pools, and terraces.

The idea of Gary Gateway was the outgrowth in 1924 of city planning agitation begun fourteen years earlier by the Gary Commercial Club. A gift of all land in the area owned by the Gary Land Company was made by the United States Steel Corporation, and several antiquated buildings on the site were condemned and razed. Fourth Ave. was widened and Fourth Place was opened and paved. The City Hall was opened December, 1928; the Courthouse in September, 1929.

(4) THE GARY POST-TRIBUNE BUILDING (*open* 9-5; *guide*), 541 Broadway, is considered part of the Gateway, harmonizing with the other units. The exterior of mottled cream and tan terra cotta rises above a four-foot-wide granite base. Moulding, cornices, and architrave exhibit a Grecian-Doric influence, as do the ornamental panels above the two Broadway entrances. The window treatment of the second story, a grouping 35 ft. wide, is highly ornamental. On either side of a large group, is a single window with cast-iron ornamentation including a balcony. Lobby of the business office, of English Gothic design, is paneled in walnut from a single Mexican walnut log. The interior has four elevations, including mezzanine and a deep basement. The building is the plant of the Gary *Post-Tribune*, daily newspaper established through a merger July 9, 1921.

(5) The Y.W.C.A. BUILDING, 30 E. Sixth Ave., is constructed of reddish brown brick, along conservative lines; the gabled west extension and the Sixth Ave. facade suggest English Tudor. The severe exterior construction belies the interior, where are spacious and charming lounges, clubrooms, a gymnasium, offices, and cafeteria.

(6) FEDERAL BUILDING, 115 E. Sixth Ave., is an object of architectural beauty because of its fine proportions and size and placement of windows. From an eight foot Oriental granite base rise the walls (architectural concrete) of this modern Renaissance structure. On a lot 125 by 420 feet, it covers the width of the plot and extends to a depth of 177 feet, leaving a small entrance plaza in front and a large parking area in the rear for postal trucks. The wall surfaces on the Massachusetts St. and Sixth Ave. extensions are partitioned by projected casement windows extending from the first floor to the upper floors. The combination of aluminum and jet black window frames and the light concrete walls constitute an interesting contrast to the variegated colors in the Oriental granite base.

An innovation in indirect "daylight," as well as indirect artificial lighting achieved by use of saw-toothed skylights in the roof and by a sub-skylight of acetanic glass as a ceiling of the first floor, is a feature of construction. In the public portion of the building aluminum and stainless steel are employed for door frames and grill work. A delicate use of color in the terrazzo of the floors and in the terra cotta of the walls is effective with the alumilited fixtures and hardware.

This is Gary's sixth post office. Furnishings of the office of the first postmaster, Thomas Knotts, also the first mayor, consisted of a dry goods box for a counter, a soap box for a chair, and a shoe box as a mail container.

(7) CENTRAL POLICE AND FIRE STATION; NW. cor. of Massachusetts St. and Seventh Ave., a dark brown brick building trimmed in stone, has been remodeled, although the structure retains its original

character. The fire station flanks Massachusetts St., while the entrance to the police station is on Sixth Ave.

Built in 1909 as Gary's first city hall, it is the oldest of the civic buildings, and was transformed into police and fire stations alone upon completion of the new City Hall.

Gary's first fire station originally stood just across the street on a portion of the area now occupied by the Memorial Auditorium; it has been moved to 909 Madison St. and houses the Gary Dog and Cat Hospital.

(8) MEMORIAL AUDITORIUM, standing flush with Massachusetts St. and Seventh Ave. sidewalks, is of Venetian style. Of brownish red brick and artificial brown stone, the building, 125 feet wide by 275 feet long, has its most decorative face to Seventh Ave. Approached by double-terraced stone steps, five arched entrances with large grilled transoms, above which are insets of patterned bricks reaching almost to the cornice of the middle roof, are of particular interest. On both sides of the entrance block are elaborately designed wings, surmounted by five pylons with onion shaped finials, which are separated by mansard-shaped tile roofs. The building—with its mouldings, balconies, swirl of brackets, rope design, arches of the cornices, all Venetian—possesses architectural unity.

Accommodating 5,000 persons, it is used for concerts, theatrical performances, and athletic competitions. A stage, 50 feet by 125 feet by 65 feet high, is one of the largest in the vicinity. The asbestos curtain, measuring 90 feet by 30 feet, at the time of installation was the largest ever manufactured. The parquet floor seats are removable, making the floor available for basketball tourneys, etc. The interior of the auditorium is finished with faced brick with celotex panels and ceilings, exceptionally fine for so large a building.

It was William A. Wirt's suggestion, because of the great cost involved in erecting the enterprise and also because work in the auditorium department is important to the Gary schools curricula, that a stage, as well as the athletic floor, should become a central motive in construction of the projected building. Donations for erection were started by the allied athletic associations of the public schools; other funds were provided by citizens purchasing three years' athletic season tickets at $50.00 each. Seven of the nine lots upon which the building stands were donated by the United States Steel Corporation. The school board lent about $150,000, taking a deed to the property as security. A nominal charge is made for use of the auditorium in payment of the expenses, and any balance is held in escrow by the Board of Education to be used in repayment of the loan, the intention being to deed the property to the city as soon as the indebtedness is repaid. The building is a memorial to the World War veterans of Gary.

(9) TEMPLE BETH-EL, 801 Connecticut St., is one of two Jewish temples in Gary. Buff colored bricks are used decoratively with the dark red bricks of the building's construction. Three gables, one over the entrance facade, and a large dome of maze glass are features of the structure.

In the interior are six imported Hebrew scrolls, containing the original text of the Torah ("The Five Books of Moses"). Adjoining is the Beth-El Hebrew school building, a modern brick structure. Distinctly Orthodox, this organization is composed of 175 early Hebrew residents of the city who established a *schul* in 1907.

(10) BUFFINGTON PARK, between Connecticut and Delaware Sts., is the site of the municipal bandstand and speakers stand, and the final destination of most of Gary's civic parades. Playground equipment and a wading pool attract neighborhood children. The park is landscaped and walks wind over its slightly rolling terrain.

(11) ST. LUKE'S CHURCH AND PAROCHIAL SCHOOL, NE. cor. of E. Seventh Ave. and Rhode Island St., a dark red-brick rectangular structure follows institutional design rather than conventional Roman Catholic ecclesiastical architecture. The school and church are housed in the same structure, the auditorium and chapel constructed on the first floor, the eight school rooms on the second and third floors. Like other Roman Catholic parishes in Gary, St. Luke's church, parochial school, rectory and sisters' home occupy more than half a block (twenty lots), forming a community of associated edifices.

(12) OLD BOUNDARY POINT, directly north of the Union Drawn Steel Company plant, is the southernmost tip of Lake Michigan. It was used in the Ordinance of 1787 and subsequent treaties as a focal point for surveys. When Michigan, Ohio, and Indiana became territories, and later States, this southern tip figured in the boundary disputes known as the Toledo War.

Originally a company-built community, Aetna is now a small and attractive residential suburb. In the early eighties the Aetna Powder Company built mills on this site because it was "the most lonely and isolated spot in the Central West." By 1906 a group of "company houses" and "company dormitories," the nucleus of the present community, was built. At the beginning of the World War, 50 men were employed in the Aetna plant. Overnight it was transformed into a great gun cotton factory. Twelve hundred men were employed to turn out 40,000 pounds of gun cotton daily; thirty former United States Army men guarded the plant.

Today no mark of the munition plant remains. Modern, if not pretentious, homes surrounded by natural duneland trees, lawns and gardens, have replaced the factories.

## GARY POINTS OF INTEREST

### "West Side"

(1) TEMPLE ISRAEL, 445 Adams St., a spacious dark brown brick structure of modern design, was dedicated in 1917; the congregation was organized in 1910. Among outstanding cultural influences in Gary have been forums conducted here, attended by citizens of all creeds. Authors, philosophers, and lecturers have participated in these forums.

(2) PUBLIC LIBRARY, 220 W. Fifth Ave., of Bedford limestone, set in spacious grounds, was made possible by Andrew Carnegie's donation

of $65,000. The U. S. Steel Corp. donated ten lots on which the building stands. Of neo-classic design, the facade is adorned with Roman Doric columns. The first floor contains a juvenile library, work room, and book storage rooms, the second floor the main public room, and the third two large rooms used as club rooms and additional shelves for filing. An additional wing was built in 1939.

(3) The Y.M.C.A., 225 W. Fifth Ave., is a four-story structure of Bedford stone, with a dark gabled roof of Spanish tile. A wide approach of steps leads to an open stone terrace. Above the entrance doors is a stair balcony supported by carved brackets.

This building, the first of a series on W. Fifth Ave. which gave credence to the announcement that the new Steel City was to have high architectural standards, was a gift of Judge Elbert H. Gary and the U. S. Steel Corporation.

(4) FORMER POST OFFICE BUILDING, 125 W. Fifth Ave., a stone building of classic lines, harmonizes with the adjacent Y.M.C.A. and the central library. The two-story north half of the building, from 1915, when it was built, to 1938, housed the post office. It now houses the Croatian Catholic Union headquarters.

(5) CHRIST EPISCOPAL CHURCH, 565 Adams St., a rough ashlar, Bedford stone structure of English Gothic design in cruciform plan, is set on a terraced lawn behind a brick wall and iron grille. The weathering of the stones and ivy clinging to the walls give it an appearance of age. The heavily buttressed Gothic tower, stained glass window in the west end of the nave, jointed arches of smaller Gothic windows with mullions, wood reredoes, all reflect the Anglican tradition.

(6) CITY CHURCH, 575 Washington St., a Bedford limestone structure designed in the manner of a Gothic cathedral, is one of the most impressive of Gary's buildings. Its pointed arches, high, narrow, traceried windows, step roofs, and Gothic tower are designed in medieval tradition. The church's motto, "That Christ may dwell a living presence at the city's heart," refers to the downtown location. The church's official name is First Methodist Episcopal Church.

Interior of the vaulted nave has massive piers supporting galleries along three sides. Above the communion table is a rose window by Connick of Boston.

Attached to the church on the north is a four-story social-educational building housing church offices, pastor's study, assembly rooms and many recreational facilities, including a well-equipped gymnasium. To the north of the social unit is a three-story commercial unit including offices, stores, and studios, from which the church derives a portion of its income. At the rear is a community hall, with a fully equipped stage and a motion picture projection unit, above which is a roof-garden with stage for open air services on summer evenings.

(7) GARY COMMERCIAL CLUB AND CHAMBER OF COMMERCE occupies office and reception rooms on the first floor, and club rooms and executive offices on the mezzanine floor of Hotel Gary, Broad-

way at Sixth Ave. The club rooms, considered among the most palatial in Indiana, occupy practically two-thirds of the entire second or mezzanine floor of the hotel. The west frontage is occupied by an English Grill room, private dining rooms, rest rooms, and private offices. The lounge occupies the corner overlooking Sixth Avenue and Broadway with a spacious library on the Broadway front, while the office and directors' room are in the center of the Sixth Ave. front, with a large recreation room to the west overlooking Sixth Ave. The English grille, president's office, and an office, occupied by the Conventions Bureau Secretary, are on the west side.

An exact attention to details marks the furnishings of the Italian Renaissance period. Drapes of heavy linen frieze hang at Gothic windows. Specially designed torchiers grace the walnut columns. Sicilian lamp bases and imported Aubusson tapestries complement the rich appointments. The English grille room, with its beamed oak ceiling and quaint carved figures of medieval monks, is particularly attractive. The flooring of this room, which seats 150, is French tile.

The Commercial Club has been a conspicuous factor in Gary's communal development. Every major community, welfare, and war activity launched since the beginning of Gary has had the club for its headquarters. Recently the club has opened its offices and rooms as headquarters for several Federal Projects and the Gary Community Chest. In addition to the usual Chamber of Commerce activities, the club sponsors bureaus including the North Broadway Merchant's Bureau, Convention Bureau, Civic Bureau, Credit Bureau. It has been the meeting place of hundreds of national, state, and local conventions.

The Gary Commercial Club was organized Sept. 26, 1906, in the old Binzenhoff Hall with 163 members, many of whom still belong. On Nov. 23, 1907, the club formally opened the old Hotel Gary with a banquet. Occupying rooms in the old Hotel Gary until 1911, the club then moved to a three-story building at 647 Broadway which it had erected. At the formal opening of the present headquarters in 1927, industrial leaders from many sections of the United States attended.

Captain H. S. Norton has been president of the organization continuously.

(8) CENTRAL BAPTIST CHURCH, 529 Jefferson St., has one of the largest congregations in the city. The dark red brick building is of the square institutional type. As with other Gary churches, the Central Baptist Church's early days was chaotic. First services were held in the old Majestic Theatre building on E. Fifth Ave. and Connecticut St. Occasionally a troupe of actors, practicing on Sunday morning, would use one side of the curtain and the minister the other.

(9) HISTORIC HOUSE, 537 Jefferson St., a modest frame residence constructed from the building which housed Gary's first post office, city hall, and quarters of the Gary Land Co. was moved from the site of South Shore Station to its present site in 1910, when it was remodeled

into a residence. The house is notable also as the *Birthplace of Kathryn Witwer,* Chicago Civic Opera and radio star.

(10) The MASONIC TEMPLE, 250 W. Sixth Ave., NE. cor., is a five-story structure of cream colored brick with terra cotta trim. Voluted columns, architrave, cornice, and balustrade distinguish the modified Ionic portal.

The interior of the temple provides lounges, club rooms, a ballroom, and offices. The present Masonic order with a membership of 1,500, is an outgrowth of the Masonic club founded in 1908 by a group of Masons who had come to Gary. Other Masonic orders, embracing 4,000 members also use the temple facilities.

(11) JEFFERSON PRIMARY SCHOOL, 604 Jefferson St., a simple square, red brick school building in Gary, was erected in 1908 by construction crews of the U. S. Steel Corp. from plans by the corporation's architects. At one time the building housed Gary's only high school, but today (1938) the weather-beaten old building is an elementary school. A portable building, used as a gymnasium adjoins it.

(12) JEFFERSON PARK, between W. Sixth Ave. and W. Eighth Ave., and Madison and Jackson Sts., was Gary's first park, a gift from the U. S. Steel Corp. This area of 15 acres retains the natural contour of the low dune country. Loam was brought from the Des Plaines River valley and strewn over the sand hills, grass was sown, and the entire area landscaped. The park was planned in 1905, when a group of steel company officials sat eating a picnic luncheon upon one of the sand-knolls and discussing the "mid-west plant" and the city that was expected to develop. The site was selected as a future park because of its natural beauty.

The Recreation Building, in the center of Jefferson Park is a wood and stucco building of modified Georgian-colonial design housing comfort stations and offices of the park department.

Above the line of trees, rises the Water Tower, Jefferson Park, Madison St. This 133 ft. octagonal tower of concrete and block stone, encloses a steel tank 30 ft. in diameter, carried on eight steel columns 90 ft. high, for the city water supply. Intake is 40 ft. below water level of Lake Michigan, source of supply.

A few rods N. of the tower, the vine-covered Gary Pumping Station, set in a ravine-like landscaped area, is equipped with four electrically operated centrifugal pumps with a capacity of 34,500 gallons per minute, supplying the entire water system of Gary.

(13) Opposite the park is FIRST PRESBYTERIAN CHURCH, 591 Monroe St., a brown brick building of modified English Gothic architecture with a low vestibule tower, a stained glass Gothic window and wooden tracery on the west facade.

(14) KNIGHTS OF COLUMBUS BUILDING, 331 W. Fifth Ave. when erected in 1926, was the first example of set-back architecture in the mid-west. The ground floor of Indiana limestone is occupied by stores and restaurant, and the upper nine floors, of rough textured brown brick, house a 119-room hotel, clubrooms, bowling alley, gymnasium, and a

natatorium. It is the home of the St. Thomas Council, Knights of Columbus.

(15) JACKSON PARK, between Jackson and Van Buren Sts., is one of Gary's municipal playgrounds, with playground equipment, wading pools, shelter house, tennis courts, and baseball diamonds. Thousands of masked adults and children attend the annual Hallowe'en celebration in Jackson Park. "Uncle Tom Peel," a member of the park police force who took the most active part in arranging the festival, became a much-loved character.

(16) HOLY ANGELS CHURCH AND SCHOOL, 932 W. Seventh Ave., dignified red brick group, is the seat of the oldest and largest Roman Catholic parish in Gary. It was founded by Monsignor Thomas Jansen, Gary's first clergyman and head of the Gary deanery. Holy Angels was organized by Father Jansen Sept. 22, 1907, in a dance hall above the Binzenhoff saloon. Sometimes, after a dance that had lasted until morning, services were read from the orchestra dais to a small congregation that knelt among the litter of the dance floor.

The cornerstone of the church and school was laid Thanksgiving Day, 1908, in wilderness. The following year the parochial school was established with the Sisters of Notre Dame in charge. There are also on the 32 acres the Sisters' convent, the rectory, and caretaker's home.

(17) ST. MARY'S MERCY HOSPITAL, W. Sixth Ave., between Tyler and Polk Sts., five-story rectangular brick building with horizontal rows of windows forming the predominating note in the design, has a maximum bed capacity of 300, surgery, obstetrical department, X-ray laboratory, and physio-therapy department. It specializes in obstetrical and pediatric cases, and has been rated Class A by the American Hospital Association. The building also houses the "Gary Works" hospital, formerly located at the plant.

The hospital was established (1908) in four crudely equipped private dwellings in the 600 block of Carolina St., with the Sisters of St. Francis in charge. Construction work was begun in 1910, but, because of lack of funds, the first unit was not completed until 1914. In 1913, the order Ancilli Domini (Poor Handmaids of Jesus Christ), the present administrators, took charge.

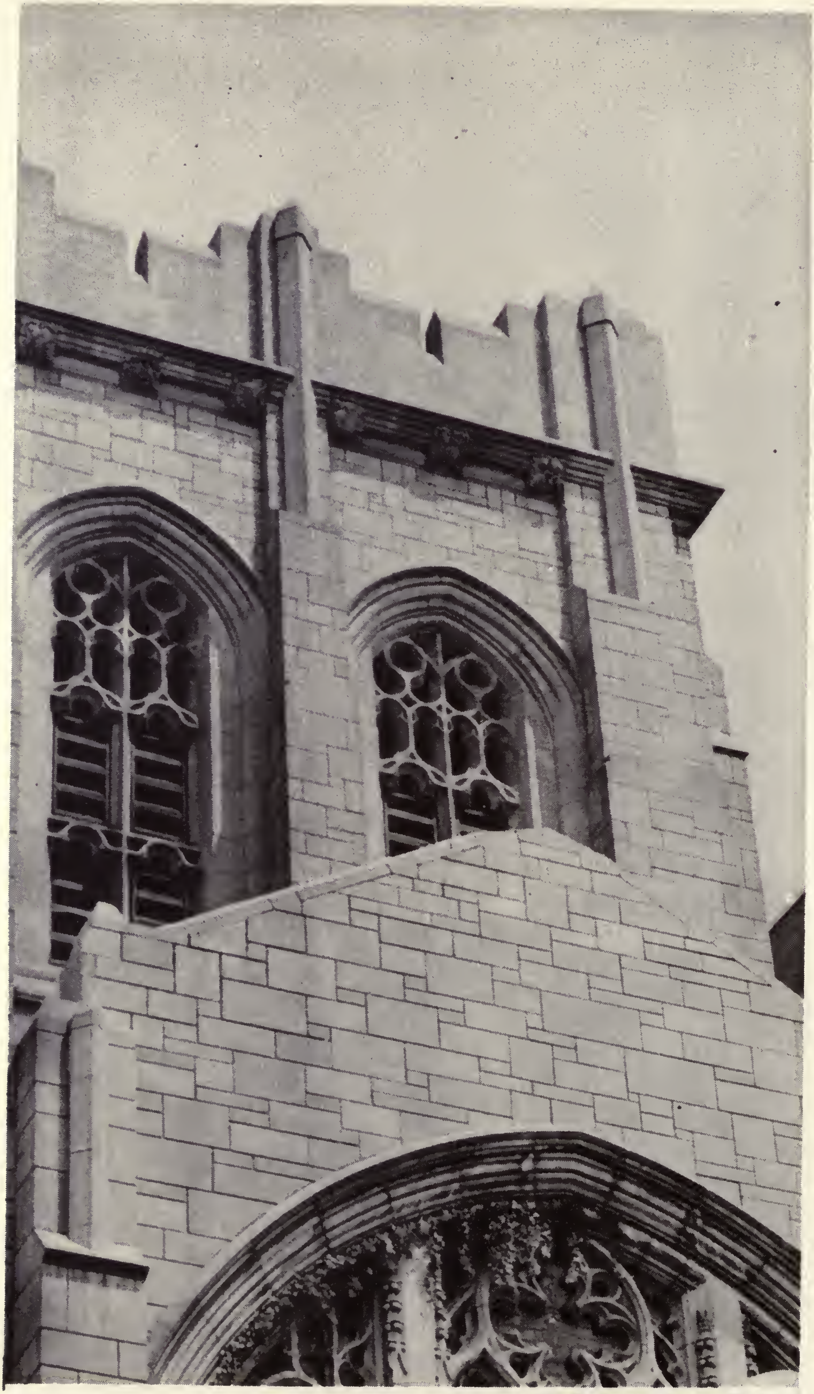
Gifts from both individuals and corporations have more than doubled the plant in recent years. On the SW. corner of the hospital lot stands the Training School and Home for Nurses.

(18) The DOLL HOUSE, SW. cor. of W. Fifth Ave. and Pierce St., was the first Gary fire station to be erected along residential lines. Built of brick, the structure has a white colonnaded portico on the Pierce St. side. Above the colonnade garage entrance are a white balustrade and four dormer windows. Such architecture for a fire station was unusual at the time, and as a result the station was called "The Doll House."

(19) The FIRST CONGREGATIONAL CHURCH, NE. cor. of W. Sixth Ave., and Grant St., an architectural anachronism among the new and modern buildings of Gary, is an exact reproduction of a New

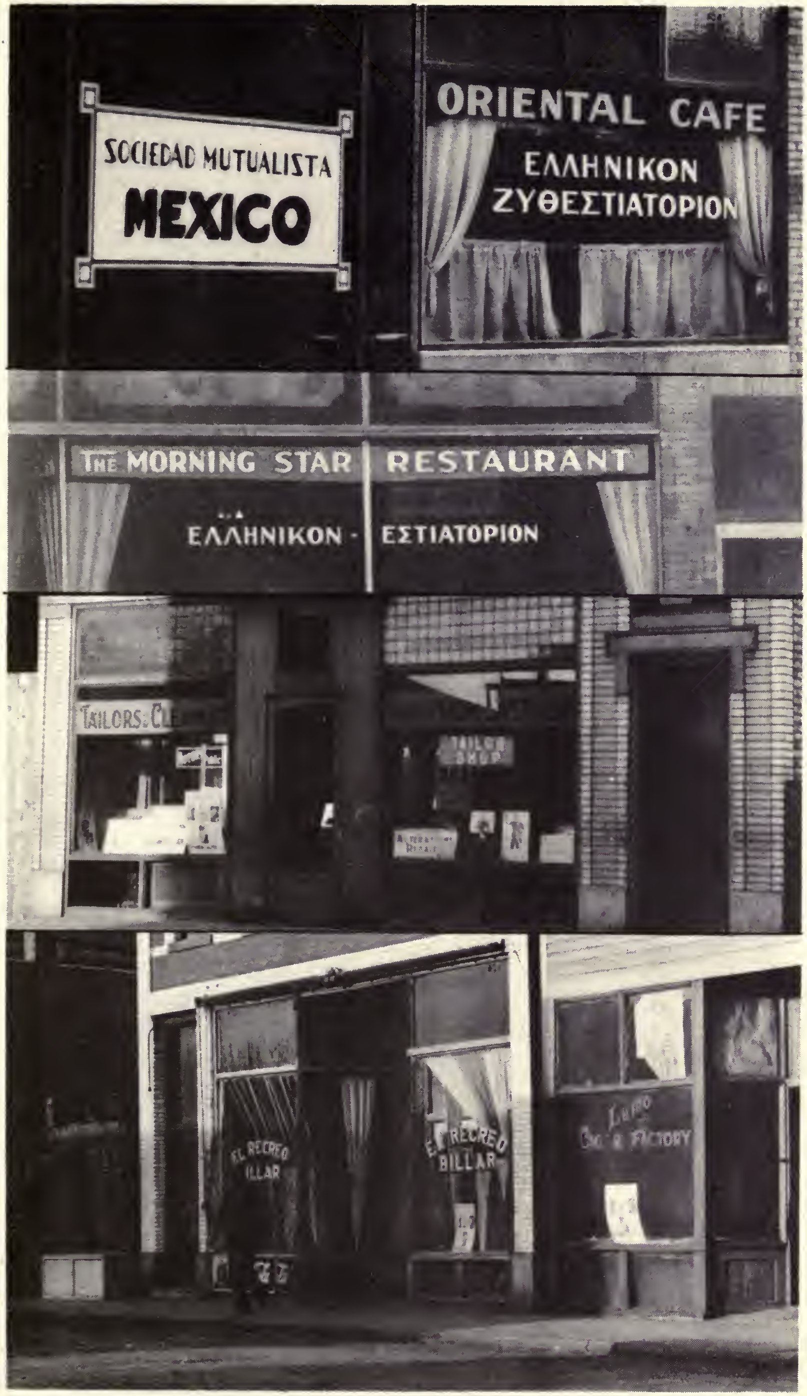
By Francis Thorne-Thomson

First Congregational Church, Gary



Gothic Tower on City Church, Gary

*By Francis Thorne-Thomson*


SOCIEDAD MUTUALISTA
MEXICO
ORIENTAL CAFE
ΕΛΛΗΝΙΚΟΝ
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THE MORNING STAR RESTAURANT
ΕΛΛΗΝΙΚΟΝ · ΕΣΤΙΑΤΟΡΙΟΝ
TAILORS & CL
TAILOR SHOP
EL RECREO
BILLAR
EL RECREO
BILLAR
CIGAR FACTORY

*A Foreign Rialto*

"Siesta" in
Gary's Black Belt

*By Francis Thorne-Thomson*

*By Francis Thorne-Thomson*

Roosevelt High School Entrance

England meeting house. Its colonnaded portico extends the full height of the building, with columns capped by pine leaves. On the four sides are gabled pediments high above arched windows, and, towering above the roofs, is an octagonal spire.

A meeting of 53 pioneers led to the organization of the First Congregational Church of Gary in 1907, in what was then known as the Broadway theater. Increasing business for the theater necessitated a new meeting place, a room over the Binzenhoff saloon, until a site at 609 Madison St. was chosen and a church erected in 1908. This was used until 1926 when the present church was built.

(20) METHODIST HOSPITAL, 1600 W. Sixth Ave., a five-story reddish brown brick building with limestone trim of modified classic design, has a landscaped circular forecourt and Corinthian portico on the W. Sixth Ave. facade. It is also given Class A rating by the American Hospital Association. The institution, specializing in pediatric cases, has recently (1938) acquired two "iron lungs," one for children and one for adults.

North of the hospital is the Training School and Nurses' Home.

(21) HORACE MANN SCHOOL, 524 Garfield St., is an ensemble of three buildings of red and brown brick, in Tudor design. The main building faces south toward an extensive natural dune area extending to W. Seventh Ave. From the north bank of a natural lagoon a series of terraced steps lead to the stone portal extending the height of the central building. The detail of the segmental-arched windows of this portal are Tudor Gothic. Stone quoins at the corners of the building accent its English lines.

The main building contains 48 class rooms, offices of the principal and assistant principal, library, cafeteria and a refectory. In the west building are a gymnasium, auditorium, kindergarten, music room, ROTC headquarters and general shop and six classrooms.

Pursuing the Gary mode of combining the intermediate grades of the common school and the high school in a single school, Horace Mann school is designed for all grades, and high school. There are also two years of college. The enrollment for 1937 was 2,386, requiring a teaching staff of 80.

The ivy-covered brick building flush with Garfield St. is the Administrative Building, the basement of which is used by the printing department of the school.

Ambridge, a small suburb, was established in 1911 as a housing project of the Gary Land Co. for employees of the American Bridge Co. The name is a contraction of the first two words of the company's title. Occupying six streets, the longest only three blocks, extending from W. Fifth Ave. to W. Second Ave., the project lies immediately south of the American Bridge Company plant. Trim houses of stucco and of brick and stucco, many of them similar in design, are surrounded by attractive lawns and gardens. Low rentals together with their nearness "to the plant" have made the venture a success.

## GARY POINTS OF INTEREST

### "All About the Town"

(1) The 113th ENGINEERS ARMORY, Madison St. and W. Eleventh Ave., a rectangular brick building of conventional design is used in addition to military purposes for various civic, political, social, and athletic meetings. On the first floor is a drill hall and offices, on the second, instructors' offices and officers' clubrooms. In the basement are supply rooms, indoor shooting range, recreation rooms, bowling alley, and kitchen.

(2) CENTRO ESPANOL, 1095 Jackson St. NE. cor. of Jackson St. and W. Eleventh Ave., a social center for one of Gary's Spanish colonies, is constructed of rough textured tan brick with stone trim. Built as a church by the Greek Orthodox congregation, the structure was remodeled to suit the needs of the society, the church auditorium becoming a ballroom, and the basement being made into clubrooms, offices, and refectory.

(3) UNION ESPANOL, 700 W. Eleventh Ave., a Spanish center, of cream colored stucco with red tile for trimming and roof. The decorative entrance is supported by showy columns with Moorish capitals. Above the arched and balconied windows are ornate inlays. Square turret-like extensions form the corners of the building. The main floor, reaching two stories, is fitted and decorated as a ballroom. At one end are a stage and dressing rooms. In the basement are club and lounging rooms.

(4) SOKOL HOME, NE. cor. of Harrison St. and W. Eleventh Ave., a dark red brick building, sitting back some distance from W. Eleventh Ave., is the social center of a Slovak group. The building formerly was known as the *Magyar Haz,* or Hungarian Home.

The district west of Grant Street and south of 9th Avenue is known as (5) TOLLESTON, named for George Tolle, who established a village here in 1857. First settlers were of English, Irish, and French extraction; by 1860 a large group of German families supplanted the original settlers (up to 1906 the village was a German Lutheran town). Until 1868, Tolleston was in North Township; with the founding of Hammond in that year a new township, Calumet, carved out of North Township, embraced Tolleston. By 1872, there were 80 families in the village, the majority in the employ of the Michigan Central Railroad. Other means of livelihood were the shipping of ice, sand, berries, fish and game. The village had a schoolhouse, a church (German Lutheran), Gibson Inn, postoffice, a wood yard, a general store, and a railroad station. The abundance of game in the Tolleston district resulted in the building of numerous hunting lodges.

In 1911 Tolleston was incorporated in the city of Gary. Today, although the name is still employed, the old village lines have disappeared. The school census shows that 27 nationalities live in the former "German Lutheran" village.

(6) ST. JOHN'S GERMAN LUTHERAN CHURCH PAROCHIAL SCHOOL, W. Tenth Place and Taft St., is a dark red brick

structure suggestive of German Gothic architecture. A school is adjacent to the church.

When George Tolle laid out Tolleston, he set aside lots 7, 8, 9, and 10 in block 25 as church property; and on lot 10 in 1868 the early German settlers erected a church, the first church building in the Calumet Region. In 1869, the congregation erected a parsonage. Rev. August Rump who came to Tolleston in 1896 has been pastor continuously.

(7) WALDHEIM CEMETERY, W. Fifteenth Ave. and Grant St., is an old German cemetery in which, tradition says, Jean Baptiste Cloutier, French guide and body-guard of the Joseph Bailly family, is buried. The first minister of the Calumet Region, the Rev. H. Wunderlich is buried in this cemetery, as are many of the early German settlers of Tolleston.

(8) ST. MARY'S ORTHODOX CHURCH, 1681 Fillmore St., erected in 1912, is Byzantine design. Four domes, each of a different size, surmounted by the Russian Orthodox papal cross, are the predominate features of the exterior of the burnt orange brick building. The ornate interior is a suitable setting for the colorful ceremonies of the church, which adheres to the Julian calendar and to many of the ancient ecclesiastical liturgies.

St. Mary's Passion Week observance is particularly dramatic. At the opening service on Thursday, words of the twelve Apostles are read by the priest, followed by the ringing of a bell for each apostle. On Friday afternoon a large picture of Christ is carried three times around the outside of the church, while the "burial of Christ" service is conducted within. Shortly before midnight, the congregation carries banners, the American flag, the Bible, and Easter bread, three times around the outside of the church. Each worshiper carries a lighted candle and each kisses another three times. A bell rings three times. As the clock chimes midnight, the priest announces: "Christ is Risen." The congregation chants; bells peal; and a high mass, continuing until three A.M., begins, after which the congregation assembles outside, carrying candles and huge baskets of food which the priest blesses before they return to their homes for banqueting.

(9) NORTON PARK, between Fillmore St. and Harrison Blvd., from W. Thirteenth Ave. to W. Fifteenth Ave., is a twelve-acre wedge-shaped recreational center, including a fully equipped playground lighted by a modern floodlight system, and pavilion housed in a permanent structure of stucco with a green tile roof, of Spanish design, which has a stage, dancing floor, rest rooms, and check rooms.

(10) ST. ANTHONY'S CHURCH and JUDGE GARY-BISHOP ALERDING SETTLEMENT HOUSE, 620 W. Fifteenth Ave., is a pleasing light buff brick structure of modified Spanish design. Sandstone trim in balustrades and balconies, a green tile roof, and a brick and stone fence enhance its attractiveness.

On the northwest extension of the building which encloses St. Anthony's Roman Catholic chapel, a turret surmounted by a cross encloses a life-like statue of St. Anthony. The W. Fifteenth Ave. extension houses the settlement house, which was founded by the Rev. John B. deVille[1], internationally known priest and author. The building was a gift of Judge Elbert H. Gary.

In hard times as many as 2,000 cases are passed upon weekly by workers in the settlement house. Foreign-born women are assigned to classes in cooking, sewing, or other domestic arts, and attempts are made to improve home conditions. Recently the program has stressed the physical, cultural, and spiritual betterment of Gary's youth. In addition to its own gymnasium, the athletic facilities of the Knights of Columbus at W. Fifth Ave. and Madison St. are used. An order of nuns, Poor Handmaids of Jesus Christ teach educational and religious classes.

Mass in St. Anthony's chapel is said in Spanish, Italian, Mexican, and English.

(11) HELLENIC ORTHODOX (GREEK) CHURCH, 510 W. Thirteenth Ave., of classical Greek design, has three circular domes surmounting Hellenic turrets. The two smaller domes are supported by long slender columns above the turrets. Each dome has an Hellenic cross for its finial. Round arched windows with circular traceries complement the domes.

(12) ST. MICHAEL'S GREEK CATHOLIC CHURCH, 412 W. Thirteenth Ave., an adaptation of Byzantine architecture, is surmounted by three hemispherical domes, each with an Hellenic cross at its apex. Of light brown brick, the church has round arched windows and entrances, circular inlays of stone, while the cupolas supporting the domes are turret-shaped. This Greek Catholic parish founded Feb. 6, 1910 with 35 families, now serves 350 Slavic families. It is the only Greek Catholic church in Gary under the jurisdiction of the Pope and functions as other Roman Catholic churches with the exception that it is under the Eastern rite and follows the reformed Julian Calendar.

(13) In the ROUMANIAN ORTHODOX CHURCH, (Descension of the Holy Ghost), 1133 Madison St., NE. cor., a neat brick-veneered edifice, are paintings and icons of inestimable value, an altar embellished with paintings of various disciples, and sacred vessels of great antiquity, presented to the church by native Roumanians. The icons have been proclaimed masterpieces by Nicolae Lorga, Roumanian historian. The sacred

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[1] Father John B. deVille (1873-1932) was born in Moena, Italia Irredenta. He attended the Imperial Gymnasium in the school of Propaganda in Rome. Coming to America in 1893, he attended St. Bonaventure's seminary, Allegheny, N. Y. Arriving in Gary in 1911 as assistant pastor at Holy Angels, he began the work of adjusting the many immigrants in Gary to their new land. Father deVille's conscientiousness, enthusiasm, and earnestness gained the attention of his superior, the Rt. Rev. Herman J. Alerding, of the diocese of Ft. Wayne, and of Elbert H. Gary. Through Father deVille's influence, Judge Gary donated the funds with which to build a settlement house and the institution was named the Gary-Alerding Settlement House. Father deVille was made director; during his incumbency the house served large numbers of Spanish, Mexicans, and Italians. At the outbreak of the World War, Father deVille represented America in the Belgium-American Alliance in an effort to penetrate Belgium and bring relief to refugees. He received the Order of Leopold and was decorated by King Albert. Father deVille also served as personal envoy for Cardinal Mercier to President Woodrow Wilson. He was the author of *Back From Belgium* and numerous magazine articles. He was a collector of objects d'art.

rites, ancient liturgy and ritual of the Dacia Romana Christian religion are adhered to, the church being under the jurisdiction of the Roumanian Orthodox church of Roumania.

This parish was founded in 1908, when a small group of Roumanians met at 1517 Washington St. The first church building, erected at the southwest corner of W. Twelfth Ave. and Hayes St., was moved to the present site in 1916, and remodeled in 1926 into the present structure. The Rt. Rev. Policarp P. Morusca, Cleveland, O., Bishop of North America, South America, and the Dominion of Canada, participated in the dedication, which included a traditional ceremony, the offering of bread and salt to the visitor, met at the city limits, and then the procession around the church led by ecclesiastics in elaborate robes.

(14) The LOUIS J. BAILEY BRANCH LIBRARY and GARY INTERNATIONAL INSTITUTE, 1501 Madison St., is a tapestry brick building, with a quarry slate roof, of modified colonial architecture. A large arched window consumes most of the north wall. The building, named for Gary's first librarian, was a gift of the Carnegie Corporation of New York. A bronze tablet erected by Pottawatomi Chapter, D.A.R., states that the library occupies the site of the early Gibson Inn, a two-story log house built in 1837.

In the basement of the library is Gary International Institute headquarters. Formerly a branch of the Y.W.C.A., the institute is an independent organization affiliated with the National Institute of Immigrant Welfare in New York City. Immigration problems comprise a great part of the organization's work; classes in English, citizenship, and handicraft, with the aid of WPA teachers, are conducted. An international fall festival and a series of social affairs for foreign-born groups are sponsored.

(15) NEIGHBORHOOD HOUSE, 1700 Adams St., three-story red brick building containing 40 rooms, is the oldest of Gary's settlement houses. In 1909 Dr. George Knox, superintendent of the Indiana Presbyterian synod, F. E. Walton, pastor of the newly organized Presbyterian church, and William A. Wirt, after an investigation of living conditions "across the tracks," established the nucleus of a settlement house (a kindergarten, sewing class, and a Sunday school) on W. Fourteenth Ave. In 1910 a new frame building, 1525 Washington St., was opened as the Gary Neighborhood House; English classes and a singing school were added to the program and lodges with foreign-born membership began using the building for meetings.

Through the donation of land at W. Seventeenth Ave. and Adams St., by the Misses Jane and Katherine Williams of Howe, Ind., and with the Women's Synodical inaugurating a building fund, the first unit of the present building was completed Nov. 16, 1912. The nursery, living quarters for staff members, and officers were added in 1916.

The Neighborhood House program includes maintenance of nurseries, kindergarten, English, vocational, and educational classes, relief activities, and an employment bureau. Ten churches of six denominations were organized in the house and used it for a meeting place until the congregations were strong enough to build churches.

(16) ST. ANTONIO'S HOSPITAL, 1837 Jefferson St., an ordinary brick building, was founded in 1914 by one of Gary's oldest physicians, Dr. Antonio Giorgi, and serves hospitalization need in this district.

(17) In the HOME FOR COLORED CHILDREN, 2300 Jefferson St., the former L. A. Bryan residence, approximately 40 Negro children are cared for under the supervision of Lake County Board of Children's Guardian. The Bryan estate, originally called "Island Park," was once a show place of the county. L. A. Bryan, Gary's first treasurer, in 1884 purchased large tracts of land in this area which he sold, at a great profit, during the "stock yards" boom. About the home today are few traces of former splendor.

(18) ROOSEVELT HIGH SCHOOL and LONGFELLOW SCHOOL, W. Twenty-fifth Ave., between Jackson and Harrison Sts., one of the largest high schools for Negroes in the midwest, has nearly three thousand students and a faculty of 72 teachers. The central block, of Georgian-Colonial design, is constructed of different shades of red brick trimmed in limestone. The interior is modern, with walls of yellow tile and floor covering of modernistic linoleum. There are 40 classrooms, an auditorium, a swimming pool, a shower room with seventy-two showers, a cafeteria, a general shop, a woodshop, library, corridor, kitchens, and sewing rooms.

The east building of this block is a plain two-story red brick with eight classrooms, a gymnasium, and an auditorium; the west building duplicates the east.

(19) NEGRO GOLF COURSE, W. Thirtieth Ave. to the Little Calumet River, between Harrison St. and Broadway, in Riverside Park, was the first municipal Negro golf course in the United States. Located on low lands, the area during the rainy seasons was inundated by the overflowing waters of the river; automatic drainage system was installed.

(20) W. P. GLEASON WELFARE CENTER, 201 E. Fifteenth Ave., a health and medical clinic, named for the first superintendent of Gary Works, is allied with the Carnegie-Illinois Steel Corporation Welfare Association, but no assistance is denied those not having connection with the industry. Public clinics are held for both children and adults. The work of the center also includes all phases of relief, recreational, and educational welfare.

(21) ST. SAVA'S SERBIAN ORTHODOX CHURCH, SW. cor. E. Thirteenth Ave. and Connecticut St., a yellow brick edifice, has an old world picturesqueness, bronze domes and the Byzantine design combine to make the edifice outstanding among Gary's churches.

(22) STEWART HOUSE and TRINITY METHODIST EPISCOPAL CHURCH, 1507 Massachusetts St., SE. cor., Negro Settlement House and church, is a three-story brick building, designed in the English Gothic style. On the first floor are a pastor's study, nursery school room, clubrooms, dining rooms, kitchen, and barracks. The second floor is given over to the Trinity Methodist Episcopal church, while the third floor is used for a dormitory. In the basement are a community laundry, repair shop, shower, baths, and recreation rooms. Members of the Methodist church and the Board of Home Missions interested the Gary Steel Corporation in the idea of a settlement house for Negroes. An old 18-room building on Broadway was used in the initial work. In this structure 2,000 night's lodgings were given and many hundreds of poor people were fed. In 1925 the present $100,000 structure was dedicated.

(23) FRIENDSHIP HOUSE, 2244 Washington St., established as the Campbell Settlement House in 1914 by the National Women's Missionary Society to the Methodist church, stresses inter-racial harmony, and employment service, Americanization, spiritual and educational training. When the newspapers were publishing accounts of the great influx of foreign-born into the new city, Mrs. Abbie Fifield Campbell[1] of Valparaiso and South Bend interested the women of the Northwest Indiana Methodist Conference and finally the national society in the project.

The land at 2244 Washington was owned by the Methodist church; the present building was dedicated Sept. 29, 1914, and a day nursery which the conference had been conducting in Froebel School was transferred to the new building. At first the work at Friendship House was limited to religious activities and served only white persons. Today its program includes all phases of welfare, and 60 per cent of the enrollment is colored.

(24) RIVERSIDE PARK, extending from Broadway on the east to Pierce St. on the west, from Thirtieth Ave. on the north to Thirty-fifth Ave. on the south, consists of 300 acres of former swamplands. During the fishing season the Little Calumet River, which bisects the park, attracts many anglers. Winding boulevards divide the park into three sections. An 18-hole golf course *(fee 25c)* covers a large section of the park.

An English style Field House of brick and stucco is on the western side of the park between the golf course and the playgrounds.

On the southern side of the park, overlooking a residential district, are 10 clay tennis courts, three baseball diamonds and football fields, two completely equipped playgrounds, and a 27-acre field for athletic activities. Other features include a playground building, wading pool, and floodlight towers.

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[1] Mrs. Campbell was the daughter of Thomas Fifield, pioneer of Porter County who settled on "Horse Prairie" in 1833. In 1871 she married Myron Campbell, whose father bought his farm in Porter County from the government in 1833. It was at Mrs. Campbell's request that the name of the settlement house was changed from the Campbell house to Friendship House.

(25) OAK HILL CEMETERY, bounded by Harrison and Pierce Sts., and Forty-third and Forty-fifth Aves., Gary's first cemetery, has been landscaped to retain the natural features of the terrain. A brick post and iron paling fence surrounds the cemetery.

A cracked and broken concrete drive, gives way to gravel as it winds throughout the grounds, uneven and undulating. Aged oak, hickory, and poplar trees grow throughout the grounds. Many names prominent in the history of Gary are on the headstones.

# Hammond

## GENERAL INFORMATION

*Railroad Stations:* 4531 Hohman Ave. for Chicago, South Shore & South Bend Railway (South Shore Electric); 423 Sibley St. for Chicago, Indianapolis & Louisville Railway (Monon); 439 Sibley St. for Chicago & Erie Railway (Erie System); 727 Gostlin St. for Wabash R.R. Co.; 475 Plummer Ave. for Michigan Central Railway (New York Central System); 5310 Oakley Ave. for New York, Chicago & St. Louis Railway (Nickelplate); 441 Sibley St. for Chesapeake & Ohio R.R. Co.; 727 Gostlin St. for Pennsylvania Railway.

*Bus Stations:* 5036 Hohman Ave. (Union Bus Station and Gallagher Bus Station) for National Trailways, Lincoln Trailways, Safeway Trailways, Santa Fe Trailways, Martz Trailways, Bluebird System, and Great Eastern. 4949 Hohman Ave. (Greyhound Bus Depot) for Chicago Outer Belt Route, Gold Star Line Inc., Indian Trails, Southern Limited, Reindeer Lines. Also airplane ticket office.

5035 Hohman Ave. for Deluxe Motor Stages; 4923 Columbia Ave. Shore Line for Chicago & Calumet District Transit Company, intercity transit for any point in Hammond, East Chicago, Indiana Harbor, Whiting, Gary, Munster, Highland, Griffith, Calumet City, Lansing, Oak Glen, and 63rd St. in Chicago. A Shore Line bus leaves Hammond every 30 minutes for Chicago. Fare 25c. Connections with bus lines, street cars and elevated lines in Chicago from 63rd St. to any part of the city. Shore Line ticket office, 5115 Hohman Ave.

5104 Hohman Ave., Schappi Bus Line Inc. for Calumet City every 40 minutes. Fare 10c.

*Street Cars:* State St. and Hohman Ave. for interurban service between Hammond and Chicago every 30 minutes. Sheffield Ave. car line. Fare 8c to State Line. Seven cents to 63rd St. in Chicago. Transfers to surface lines, elevated or bus in Chicago from 63rd St. to any point in Chicago. Transfers in Hammond to any bus with additional 2c fare.

Sibley St. and the Monon tracks for Hammond to Gary, every 30 minutes. Fare 20c to Gary, 10c to city limits. Transfers to any point in Gary, and to any bus in Hammond.

*Taxis:* 5036 Hohman Ave. for Yellow Taxi Co., 25c for first mile, 15c per mile thereafter; 5036 Hohman Ave. for Checker Taxi Co., 25c for first mile, 15c per mile thereafer; 5035 Hohman Ave. for Safeway Cab Co., 25c for first mile, 15c per mile thereafter; 7 State St. for Brill Service, 25c to any point in Hammond.

*Airports:* Ford Airport at Lansing, Illinois, for Northwest-Eastern, United, American, and Transcontinental.

*Theaters and Motion Picture Houses:* Six motion picture houses.

*Information Service:* Hammond Chamber of Commerce, Indiana Hotel, State & Hohman.

*Accommodation:* Three hotels.

*Swimming:* Hammond Lake Front Beach, Calumet Ave. at Lake Michigan, public. Wolf Lake in Robertsdale, 120th St. and Caroline Ave., public. Harrison Park on Hohman Ave., between Webb and Waltham

Hammond and his associates, understanding requirements of such an undertaking—ready access to livestock markets and an abundant supply of natural ice—at first had selected Chicago. Chicago residents, however, objected to a slaughter-house, and difficulties arose with the ice-supply people. The site for the new slaughter-house across the river from Hohman's, on the Illinois-Indiana boundary, had, therefore, been selected. It was thought that the Michigan Central Railroad, whose tracks were nearby, would establish a station when shipments warranted it. Ice was free for the taking in the river and nearby lakes. There were few settlers and little chance of organized objection to the enterprise. A few rods away ran the Grand Calumet to carry off the refuse and sewage from the plant.

In October, 1868, the first carload of refrigerated beef was shipped through the Gibson Station. Soon loading platforms were in operation at the packing plant and the station of State Line opened. Hohmanville, the original name, was lost.

Housing of the workers in the plant entailed construction, and their feeding and entertainment necessitated the erection of small business establishments. A settlement sprang up at State Line.

Marcus M. Towle, as soon as he became assured of the success of the beef-shipping business, began buying up land around the slaughter-house, some of it from the widow of Ernest Hohman. On April 11, 1873, Towle obtained a postoffice for the new town, selecting the name of Hammond in honor of his associates. The old name, State Line, was abandoned.

In 1875, Towle filed a plat of the original town of Hammond with the county clerk at Crown Point, but it was not until eight years later that the town was incorporated. In 1884, it advanced to the rank of city, its area about six square miles and its population numbering 5,000. Towle was elected mayor, with George H. Boynton as clerk, Charles H. Smith, treasurer, and Donald McDonald, city attorney.

George H. Hammond's home remained in Detroit, but he made frequent trips to the plant, staying with his brother, Thomas, whom he had brought on from Detroit shortly after the opening of the abattoir. Thomas Hammond was to serve the city three times as mayor and to represent the district in Congress.

Meantime the importance of Hammond as a railway center was becoming apparent. The Erie line had been constructed through to Chicago in 1880, the Nickel Plate followed two years later, and the Monon System came in 1883. Industry was slow to take advantage of these facilities, and seven years later the population was only 5,428. The slaughter-house was the mainstay of the community and remained so even after the period of diversified industries began in 1897. In that year the huge Conkey printing and bookbinding plant moved into Hammond from Chicago and the Simplex Works was erected on the site of the old Hohman tavern. Numerous small concerns opened plants, and by 1900 the population was to increase by nearly 150% to 12,376.

In 1901 fire damaged the slaughter-house to the extent of $500,000. George H. Hammond had died in 1886 and his widow and the surviving partners had sold their interests. The English syndicate which had bought it decided not to rebuild on the Hammond site, instead building a plant in the Chicago stockyards district. As a result, hundreds of workers and their families moved away and scores of shop-keepers closed their doors. Hammond's annual factory output (all industries) decreased from $25,070,551 to $7,671,203. In a short time, however, the city's manufacturing interests experienced new growth. Among the earlier arrivals, were the Frank S. Betz Company engaged in the manufacture of surgical and dental apparatus and medical supplies, and the Straube Piano Company.

In 1893 it had been decided to build a water system, with Lake Michigan as the source of supply, which necessitated annexation of territory bordering the lake, a long narrow strip of land, for a pipeline. Landowners in this area fought the annexation and started litigation which lasted four years, ending only by a ruling of the United States Supreme Court.

Most conspicuous of these landowners, Caroline M. Forsyth, niece of George W. Clark, had inherited practically all of the Clark holdings, 10,000 acres. Jacob Forsyth, her husband, possessed of the vision of an empire builder, was a shrewd business man, and although the litigation was carried on in the name of his wife, it was generally understood that he planned the moves. Moreover, though it did not appear on record, Forsyth was understood to have the backing of other large landholders of the area in question, Edward H. Roby, and E. A. and C. B. Shedd.

After the Lake County commissioners had denied the petition to annex the lake front strip, Hammond appealed to the Porter County courts. At this trial, the county commissioners were ordered to certify the annexation. The Forsyths appealed, and the scope of the interests involved became apparent when it was announced that the law firm of Benjamin H. Harrison, former president of the United States, had been retained and that his partner, W. H. H. Miller, attorney-general in Harrison's cabinet, would argue the case before the State Supreme Court. The city countered by retaining Charles H. Aldrich of Chicago, former solicitor-general of the

United States. On April 11, 1895, the State Supreme Court upheld Hammond's claim.

On appeal of the Forsyths to the United States Circuit Court of Appeals, judgment went against Hammond. The city immediately took the case to the Supreme Court of the United States, which reversed the Circuit Court of Appeals and ordered all actions nullified that had been taken subsequent to the decision by the Indiana Supreme Court in favor of Hammond. Its position was that the policy of the Federal courts was not to strike down judgments of State courts in matters where such courts had obvious jurisdiction.

The mile and one-half wide strip of Hammond which borders on Lake Michigan was finally determined to be within the corporate limits of Hammond. The local name for the northeastern portion of this area is Robertsdale, from the name of an earlier landowner, George M. Roberts. It lies immediately outside the city of Whiting, about five miles from the city hall of Hammond. Nearly all of Robertsdale's commercial and social relations are with Whiting, and even its mail is routed through the Whiting postoffice.

Several months before the Columbian Exposition had opened at Chicago (1893), a group of Chicago gamblers maneuvered through the Indiana State Legislature a bill legalizing exhibitions of what was termed "the manly art of self defense," although the law which made prizefighting a felony remained in effect. Land was leased from Jacob Forsyth and an arena was erected; arrangements were made with the railways for service to and from Chicago and a full-fledged sporting resort was established at Roby.

The sporting activities of the gambling ring coming to the attention of State authorities at Indianapolis, Gov. Claude Matthew sent two companies of militia to Roby. The military authorities found the gamblers had suspended operations, but a few days after the troops went home activities were resumed. Soon three half-mile race tracks were opened. The Indiana law forbade more than 15 days' racing in a period of 45 at any one track, but three tracks enabled the gamblers to carry on continuously.

This evasion of the law caused Governor Matthew to seek the aid of the courts, the case dragging on for some time but eventually being decided in favor of the gambling interests on a technicality. The tracks ceased operating, however, shortly thereafter when a fire, said to have been started by a rival gambling faction, destroyed the grandstands and

By Keneson

"Water Tanks Loom Everywhere"

By Bodie

Hammond Filtration Plant in Lake Front Park

By Bodie

George Rogers Clark School, Hammond

stables. Of late years, one of the tracks was brought back into use for automobile races.

In 1911 Hammond annexed all the remaining territory in North Township as far east as Calumet Township, and as far south as the Little Calumet River, thus fixing the boundaries of the city of Hammond as they are today (1938). As in the case of the annexation in 1893, this led to litigation. A remonstrance was filed in the Circuit Court by the owners of property within the area. In 1913 the court ruled in favor of Hammond, although it held that the annexation ordinance should not be effective until five years after its passage and in the meantime no other community might lay claim to it.

This annexation included Gibson Transfer, named for David Gibson, an early settler. In early days, Gibson Transfer was the railhead of the Michigan Central, then building to Chicago, and had originally been known as West Point. Here passengers bound for Chicago detrained and boarded stage coaches that carried them to their journey's end. A small community grew up, and even after the Michigan Central had completed construction into Chicago, Gibson Transfer remained a shipping center for the adjacent country. It was from here that the Hammond interests sent their first shipments of refrigerated beef. Today (1938), this section is locally referred to as Gibson. It is undistinguished save for the railway yards of the Indiana Harbor Belt Line, a subsidiary of the New York Central R.R., large car-repair shops, an office building, and a Y.M.C.A. for the railway employees.

A more important annexation was that of Hessville, lying south and east of Gibson and marking the eastern limit of Hammond's growth. This area, also, was named for an early settler, Joseph Hess, a Frenchman, who bought and sold livestock, groceries, and general supplies, and traded his goods to white and Indian trappers for furs. In the early days of his trading, Hess brought his supplies from Chicago by ox team. His son, Frank Hess, was said to have been the first white child born in North Township. The older Hess was the first postmaster of the settlement named for him, retaining the office for nearly forty years. He was trustee of North Township for twenty-two years.

South of Roby and Robertsdale, Lake George swamplands are being reclaimed. Several corporations are interested, the largest holder of title being the Jones-Laughlin Steel Corporation of Pennsylvania. In the early '20's, this corporation purchased nearly 800 acres in the bed of the so-called lake, west of the East Chicago city line. Filling in of the submerged area was begun, but the land is still unoccupied.

Unlike its neighbors, Hammond's growth as an industrial city has been slow and unattended by the more spectacular developments which have marked that of the others. But if the rate of advancement has been slow, it has been substantial and in character more diversified than that of some cities with which it is inevitably compared. It is the home of more than ninety industries and has been less subject to "hard times" than communities that depend on the prosperity of one or a few industries.

Like a house to which has been added one unit after another, according to the needs of a growing family, Hammond's northern border is a series of ascending roofs. Never more than four miles south of Lake Michigan, the northern border skirts East Chicago for four miles and then ascends to within a mile of Lake Michigan, only to be barred from shore privileges for another mile by Whiting. At last, for a mile and a half, Hammond's northern boundary runs along the shoreline. This strip which touches the lake is a heterogeneous section. At the lake's edge is the State Line Electrical Generating plant and a park with a lake front of 1,300 feet, including a public bathing beach and the polished yellow brick building of the Hammond Filtration Works.

Indianapolis Boulevard (US 12 and 20), a third of a mile south of the lake, cuts across the strip into Whiting. Flanking it are the Roby Race Track, a series of widely known fish houses, barbecue stands, filling stations, the American Maize Products Company plant and the Lever Brothers plant. Two small suburbs, Roby and Robertsdale, border this district. At Five Points, Indianapolis Boulevard (US 12 and 20), Calumet Avenue (US 41), and 114th Street converge.

For nearly three miles southward from Roby and Robertsdale, to Gostlin Street, Hammond's original northern boundary, development remains with little exception as it was in 1893, when the area was annexed. This is due to the low, marshy land—the few streets, Calumet, Sheffield, and Hohman, having been laid on made ground. Westward from this point to Wolf Lake, the area is a morass.

Industry penetrates the central district of Hammond, marked by the meandering line of the Grand Calumet, and almost surrounds the main business section. Situated just east of the Illinois-Indiana line, Hammond lies across the routes of all the trunk-line railways entering Chicago from the east and southeast. A scant block north of the center of its commercial and business activity, the junction of State Street and Hohman Avenue, nine railway tracks cross Hohman Avenue at grade, with a continuous thunder of passing freight and passenger trains, halting traffic, taking heavy toll of lives despite all safety measures, limiting the growth of the city in that direction. Railway rights-of-way angle through Hammond and railway classification yards forbid orderly street development. Adjoining this grimy network are public buildings, large mercantile buildings, theatres, lodges, schools, churches, some scattered residential sections, and several small parks.

Despite its industrial aspects, Hammond is a city of homes. In the southern end of the city, particularly in the part bounded by the Little Calumet, between Calumet Avenue and the Indiana-Illinois state line, there are scores of fine homes, bordered by leisurely sweeps of lawn. Many of the streets are winding, and the unfenced lawns and well-preserved, native trees lend a park-like effect.

Since the days of the Hammond Packing Company, Hammond has been an industrial community. Today there are 74 manufacturing establishments with an annual output valued at about $50,000,000. These industries employ about 4,560 persons with an annual payroll of about $5,000,000. Chief of the products are corn syrup and allied products, railway supplies and equipment, hospital and surgical supplies, books and other printed matter, tile roofing, dairy products, cold-drawn steel, car wheels, forgings, chains, steel fabrics, castings, and tanks.

Hammond has an usually large percentage of skilled and white collar workers. This is due to the need in large plants for skilled workers and to the presence of district institutions. The establishing of a Superior Court and a United States District Court attracted many lawyers, reporters, and clerks; district offices of the Northern Indiana Public Service Company employ 300 persons; the district office of the Illinois Bell Telephone Company has 222 employees. The first and for many years the only hospital in the Calumet Region drew to Hammond surgeons, physicians, internes, and nurses. Also, Hammond's many distributing and jobbing establishments and its retail trade and financial houses have been factors in giving the city several hundred executives along with a large group of professional men and laboratory workers.

Racially Hammond more nearly approaches homogeneity than any other of the Calumet cities. The 1930 census showed that native whites comprised 83.9 per cent of the population, foreign-born 15.1 per cent, and Negroes 1 per cent. (The types of employment, despite diversification of industry, do not offer many opportunities to Negroes, which accounts for the city's small percentage of this race when compared with the high percentage in the neighboring cities.) More than 50% of the foreign born group are German, Polish, or Czechoslovakian. The Teutonic strain predominates.

Hammond's public school system has been developed intelligently with emphasis on the special needs of the community. The building that in 1863 housed Hammond's first school was a log structure which served nine pupils. Miss Amanda Koontz, the first teacher, received $20 a month for a sixty day term. During Marcus Towle's mayorality, W. C. Belman of Lowell organized Hammond's public school system and became the first superintendent of schools. A two-story frame structure was erected at the corner of Hohman Avenue and Fayette Street, and the first teaching staff was composed of five members. From this beginning, the school system has grown to its present (1938) enrollment of 14,544. There are 16 grade schools and three high schools. Technical Vocational High School, started in 1919 with one teacher and one pupil, now has more than a thousand pupils and a teaching staff of 46. The building at 231 Russell Street has been outgrown, and plans are under way for a larger one near Central High School. In 1937, with the aid of the Public Works Administration, several "portables" on the grounds of Morton, Irving, and Edison schools, were replaced with permanent brick buildings, and a $350,000 addition was made to George Rogers Clark school. In all schools emphasis is placed upon individual attention to pupils, the classes averaging about 35. Music, art, and drama are given special attention.

A Catholic high school, Christhurst College, is located in Hammond, and in addition there are 10 parochial schools with an enrollment of approximately 1,500 pupils.

The founding of Hammond's library was contemporaneous with Andrew Carnegie's gifts toward the erection of public library buildings, Hammond receiving $27,000 from the foundation.

Against great odds, the maze of railway tracks and sprawling industries, Hammond has developed a 220-acre park system. In the first decade of the century, a growing demand for parks resulted in the reclamation of 50 acres on Lake Michigan, and 38 acres on Wolf Lake and Wolf River in the northwestern part of the city. Between these three larger parks, nine smaller parks have been established, two of which have beaches for swimming, one an artificial pool, and others athletic fields and equipment.

Hammond will lay claim also to Wolf Lake State Park, whose 230 acres border the city on the south, upon its completion. The 1937 State Legislature authorized Gov. Clifford Townsend and a commission of eight to arrange for the development of this state park within Hammond city limits, empowering the group to buy the necessary land and to impose a two-mill levy for seven years.

Plans concerning Wolf Lake, whose area of two miles in length and one mile in width lies partly within Indiana and partly within Illinois, call for development of Indiana's section for outing and recreational purposes. Sponsors of the idea hope to connect the landscaped shores of the lake with the forest preserves on the Illinois side, which, if Illinois follows Indiana's lead, would create an exceptional out-of-doors recreational area. Forsyth Park, on the northern end of the lake, may be turned over to the State and in that event the entire Wolf Lake district would be under the jurisdiction of the two states.

A. Murray Turner, member of the Hammond Park Board from 1922 until 1932 and vice president and a director of the Chicago Regional Planning Commission from 1931 until the time of his death in 1938, was known as the "Father of Hammond's Park System." He gave Hammond the recreational grounds known as Turner Field, and it was largely through his efforts while a member of the park board that many valuable additions were made to the park system.

The Community Chest, whose membership includes Brooks House, a Baptist welfare center, the Calumet Goodwill Industries, the Carmelite Home for Boys, the Catholic Charities, the Fresh Air Fund, Bethany Home, Boy and Girl Scouts, and the Salvation Army, conducts a fund campaign each fall. An offspring of the Chamber of Commerce, the Community Chest continues to receive the support of the chamber.

Because the majority of Hammond's townspeople are native, many of them descendants of early settlers, there is an identity of interest typical of older communities. A Chamber of Commerce, with the largest membership in the region, Rotary, Kiwanis, and Lion Clubs, an American Business Men's Club, a country club, and many women's organizations reflect the civic spirit.

## HAMMOND POINTS OF INTEREST

(1) COUNTY COURTHOUSE, SW. cor. of Hohman Ave., and Rimbach St., is a gray, rough-hewn granite building with a belfry tower. Erected in 1903, the building was remodeled and enlarged seven years later.

(2) ST. JOSEPH'S CATHOLIC CHURCH, SW. cor. of Hohman Ave., and Russell St., a structure of tan pressed brick with stone trimming, its twin towers rising above the facade, seats about 1,000 persons. The high altar is of Carrara marble, made in the atelier of Rigali, at Pietra Santa, Italy. The mosaics are the work of Venetian artists, and the stained-glass windows come from Munich, Germany. On the same small plot of ground is a parochial school, a convent, and rectory. Mrs. Caroline Hohman, though herself a Protestant, donated the one-acre plot.

(3) TECHNICAL HIGH SCHOOL, 231 Russell St., is a three-story buff brick structure, severely rectangular, which contains 36 classrooms and workshops. Its curricula ranges through a score of occupations, from sewing classes for girls to classes in the metal trades for boys. The school has an arrangement with the plants of Hammond and immediate vicinity whereby its students are accorded apprentice privileges in workshops.

(4) ST. MARGARET'S HOSPITAL, 25 Douglas St., Hammond's only hospital, is a four-story-and-basement edifice of brick, with stone trim. Since its organization in 1898, the hospital has outgrown two buildings, and in 1926 moved into the present structure.

(5) HARRISON PARK, on the east side of Hohman Ave. between Webb St. and Waltham St., a neighborhood park, contains an artificial swimming pool and other recreational facilities. In this park a granite block, with a bronze plaque depicting a soldier on the march, is dedicated to soldiers who died in the World War.

(6) RIVERSIDE PARK, 43.5 acres, bounded by Calumet Ave., Little Calumet River, Columbia Ave. and River Drive, Hammond's largest park, is thickly wooded, much of it in its primeval state, traversed by pleasant trails and roadways, although portions have been landscaped. There are softball diamonds and tennis courts.

(7) WOODMAR GOLF CLUB, 1818 - 177th St., covering 112 acres, some of it wooded, lying on both banks of the Little Calumet River, contains an 18-hole golf course, and a large English type clubhouse of stone, brick, and timber.

(8) BROOKS HOUSE, 1047 Conkey Ave., a substantial red brick and stone building, is a settlement house fostered by the Baptists for remedial work among racial groups of the locality. The institution was named for Dr. Charles A. Brooks, one time secretary of the Baptist Home Mission Society, who aided in establishment of the house.

(9) CITY HALL, NE. cor. of Calumet Ave. and Highland St., is a Bedford limestone building, with severely simple lines. A broad flight of stairs leads up over a terrace to impressive bronze portals. The three-storied central section is flanked by two-story wings. A basement at street level adds to usable floor space. At the rear (east) is a sunken rock garden of random-tooled ashler.

(10) CIVIC AUDITORIUM, Sohl Ave., between Carroll and Highland Sts., semi-classical in style, is of steel and brick with stone trimming. The main auditorium seats 6,000 persons; a smaller convention hall is used for meetings of the municipal park board and sporting events.

(11) JEWISH SYNAGOGUE, 619 Sibley St., an edifice of brick and stone, follows conventional lines of Jewish temples. It was constructed in 1902.

(12) CHURCH OF ALL SAINTS, 540 Sibley St., based on thirteenth century monastic Gothic design, seats about 800 persons. On the church grounds are a parochial school, a convent, and a rectory.

(13) FIRST BAPTIST CHURCH, 525 Sibley St., a dignified brick and stone structure erected in 1913, will seat about 1,500. Land adjoining the church was bought for a settlement house, but instead the congregation aided in the building of Brooks House.

(14) FEDERAL BUILDING, NE. cor. of State St. and Oakley Ave., is of granite, Indiana limestone, and terra cotta structure, a main section of three stories and basement and an extension of one story and basement. The first floor and basement are occupied by the postal service; the second floor is occupied by the United States District Court Judge. On the third floor are the Federal Department of Labor, quarters of the Bureau of Internal Revenue, and the Civil Service Commission.

(15) PUBLIC LIBRARY, SE. cor. of Hohman Ave. and Michigan Ave., is a granite building of two stories above a high basement. A modified mansard roof is a distinguishing feature. The book circulation averages more than 800,000. Also in this building is a collection of Indian antiquities.

(16) HOHMAN TAVERN SITE, north of the Grand Calumet River, is opposite the American Steel Foundries office. The tavern was a stopping place for travelers in the early fifties. Its owner sold the land upon which the Hammond Packing plant was built.

(17) CHURCH OF ST. CASIMIR, NE. cor. of Cameron Ave. and Huehn St., a building of brick and stone in Tudor Gothic style, seats 800.

To the rear is a rectory and an old church which has been transformed into a school.

(18) CENTRAL CATHOLIC HIGH SCHOOL (Christhurst College) at the line separating Hammond from East Chicago, consists of the three-story school, a convent, and a gymnasium. On the grounds are a cinder track enclosing a football field, and four tennis courts. The school, erected in 1923, is accredited by the State Educational Board, and is the only Roman Catholic high school in the county.

(19) LAKE FRONT PARK, N. end of Calumet Ave., has 1,300 ft. of lake frontage with an entrance through an attractive sea wall leading to the bathing beaches. On the park's slightly more than eight acres are a bathhouse erected in 1915 and the Hammond Filtration plant, which contains a 500,000 gallon reservoir built into the lake below water level.

# East Chicago

## GENERAL INFORMATION

*Railroad Stations:* Michigan Ave. and Guthrie St. in Indiana Harbor; Pennsylvania R. R. 4600 Indianapolis Blvd. in East Chicago; Regent and Watling Sts. in Indiana Harbor for Baltimore & Ohio; Regent and Watling Sts. for New York Central and Lake Shore and Michigan Southern (Indiana Harbor); 819 Chicago Ave. (East Chicago) for Chicago, South Shore and South Bend R. R. (South Shore Electric); South Shore also for intercity service to Gary or to Chicago, service every 30 minutes.

*Bus Stations:* 3412 Guthrie St. for Greyhound, DeLuxe and Lincoln Trails, long distance lines, and intercity buses.

*Intercity Buses:* 3448 Guthrie St. for Chicago & Calumet District Transit Co. (Shore Lines) for Gary and Chicago. Fare to Chicago 25c. Transfers from bus to street cars to any point in Calumet Region. From street cars to bus for additional 2c.

Intercity buses from Hammond through East Chicago to Indiana Harbor as follows: Shore Line bus No. 1 (175th and Jackson Ave.) from Hammond terminal on 175th and Jackson Ave., to Conkey Ave. (161st St.) to Hohman Ave., to State St., to Calumet Ave., to 150th St., to Indianapolis Blvd., (here enters East Chicago) to Chicago Ave., to 140th St., (here enters Indiana Harbor) to Main St., to Guthrie St., to Michigan Ave.

Shore Line bus No. 2 (Michigan Ave. and Guthrie St. or 169th and Columbia Ave.) from Hammond terminal on 169th and Columbia Ave., to Calumet Ave., to State St., to Hoffman St., to Indianapolis Blvd., (here enters East Chicago) to Columbus Drive, over viaduct to Broadway (here enters Indiana Harbor) to Cline Ave., to Main St., to Guthrie St., to Michigan Ave. Fare 10c from one terminal to the other and along the way. Transfers to all buses and street cars and to Chicago buses to state line.

*Street Cars:* Indianapolis Blvd. street car (Chicago & Calumet District Transit Co.); Terminal, 4605 Forsythe Ave., East Chicago on Forsythe to Indianapolis Blvd. (here enters Whiting—Five Points) to State Line. Fare 8c to State Line; additional fare of 7c to 63rd St. in Chicago. Transfers to surface car or bus in Chicago to any point. Transfers from street car to any bus in East Chicago, Indiana Harbor, Whiting, or Hammond with additional 2c fare.

*Taxis:* 3902 Butternut Ave. for Black & White Cab Co. (Indiana Harbor); 804 W. Chicago Ave. for Red Top Cab Co. (East Chicago); 806 W. Chicago Ave. for Checker Cab Co. (East Chicago); and 3350 Michigan Ave. for Yellow Cab Co. (Indiana Harbor).

*Theaters and Motion Picture Houses:* Seven motion picture houses.

*Information Service:* East Chicago Chamber of Commerce, 4618 Magoun Ave., East Chicago.

*Accommodations:* Three small hotels.

*Swimming:* Lees Park Beach, Lake Michigan at Aldis St., public beach; Washington Park, 142nd and Hemlock St., public pool; Kosciusko

Park, Indianapolis Blvd., public pool; Tod Park, Forsythe Ave., public pool.

*Golf:* Tod Park, Indianapolis Blvd., 9 holes (fee 15c for one round; 18 holes, twice around, 25c).

*Tennis:* Kosciusko Park, Indianapolis Blvd., 4 courts, free; City Hall Park, Indianapolis Blvd., 4 courts, free; Tod Park, Forsythe Ave., 4 courts, free; Washington Park, 142nd and Hemlock St., 4 courts, free; Lees Park, Aldis Ave., 2 courts, free; and Riley Park, Chicago Ave., 2 courts, free.

*Docks:* East Chicago Dock Terminal, Canal St. (Indiana Harbor); and Northern Indiana Dock Co., Canal St. (Indiana Harbor).

*Newspapers:* Calumet News, 3207 Guthrie St. (Indiana Harbor), weekly; and East Chicago Globe, 711 W. Chicago Ave. (East Chicago).

*Telegraph:* Postal Telegraph Co., 4619 Indianapolis Blvd. (East Chicago); Western Union, 908 W. Chicago Ave. (Indiana Harbor); and Western Union, 3409 Fir St. (Indiana Harbor).

## CHRONOLOGY OF EAST CHICAGO

1853 George W. Clark begins buying land on site of future East Chicago.

1860 Clark draws map of his holdings in Calumet Region.

1866 August 15—George W. Clark dies.

1868 December 1—Clark's sister, Caroline M. Forsythe, becomes owner of Clark property.

1881 November 10—Site of future city (8,000 acres) sold to East Chicago Improvement Corp., "East Chicago" used for first time.

1883 January 11—East Chicago Improvement Corp. executes power of attorney to John Steward Kennedy, New York capitalist, to handle holdings in Lake County.

1887 July 11—East Chicago Improvement Corp. sells site to Calumet Canal and Improvement Co., controlled by Joseph Thatcher Torrence.

1887 December 22—Calumet Canal and Improvement Co. sells site to Chicago & Calumet Terminal Railway, insuring belt-line connections for future industries.

1888 July 5—Improvement company conveys right of way for proposed canal from Indiana Harbor to Grand Calumet River to United States.

William Graver Tank Works of Lima, Ohio, establishes first industrial plant.

William H. Penman and family become first permanent residents.

May 19—Standard Steel & Iron Co. files at Crown Point a plat of 110-acre subdivision within what was to be East Chicago.

1889 March—Petition filed with Commissioners of Lake County for incorporation of town of East Chicago.

May 6—Electors of proposed town of East Chicago indorse incorporation.

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| 1893 | February 7—East Chicago incorporated as a city; William H. Penman elected mayor. |
| 1896 | Calumet Canal & Improvement Co. conveys site to Lake Michigan Land Co. |
| 1901 | Block interests buy site for steel plant at Indiana Harbor. |
| 1903 | January 31—East Chicago Co., undertakes development of the city.<br>Indiana Harbor and Ship canal opened. |
| 1907 | Construction begins on new city hall. |
| 1913 | Masonic Temple completed. |
| 1917 | Construction begun on Marks Housing project.<br>Construction begun on Sunnyside Housing project. |
| 1925 | Construction of Roosevelt High School. |
| 1926 | April 21—Ground broken for construction of St. Catherine's Hospital. |
| 1928 | April 22—The Right Rev. John F. Noll dedicates St. Catherine's Hospital. |
| 1932 | Indiana University sets up extension school. |
| 1934 | January 15—Dillinger and Hamilton rob First National Bank. |
| 1937 | Construction of addition to Roosevelt High School. |
| 1938 | Construction begun on Indiana University Extension Building in Tod Park. |

## INDUSTRIAL MURAL

While districts to the west, south, and east were being settled, the vast swamps and marshes of the Calumet Region attracted no settlers and little interest until 1853. In that year George W. Clark, engineer, author, and undoubtedly something of a prophet, began buying lands in Lake County, including the present site of Indiana's most important terminal, East Chicago, because he believed that "travel and transportation would converge in the area, resulting in a great metropolis at the foot of Lake Michigan." Somewhere around 1860, Clark drew a map of the Calumet Region, indicating a small headland on the shore line of Lake Michigan, just about where Indiana Harbor is today, and naming it "Poplar Point." He sketched in a pier and apparently planned a shipping place for lumber, much in demand in Chicago at that time. With the same foresight, he dealt with what he conceived to be the possibilities of Wolf River, connecting Wolf Lake with Lake Michigan at a point about four miles northwest of Poplar Point. Here, on his map, he showed a proposed "Indiana Harbor of Wolf River." Those who subsequently renamed Poplar Point, Indiana Harbor, either were aware of Clark's plans or they understood the significance of the possibilities as well as he did.

Thus Indiana Harbor, now incorporated in East Chicago, received its name prior to the latter. It was to be almost thirty years before the name East Chicago appeared. At that time, 1881, Jacob Forsythe, related by marriage to Clark and his business successor, entered into negotiations with British financial houses, who were then greatly interested in American industrial development. Forsythe sold his holdings to the London firm of Melville, Evans and Company. The transaction being completed through intermediaries, title passed to the East Chicago Improvement Company, through which the London firm expected to develop its purchase. This was the first mention of the city's name. Today East Chicago has a street named for Lord Melville.

When Forsythe, who is said to have been the first person to exert any significant influence on the Calumet area, took over its development after Clark's death in 1866, he moved to Poplar Point. Dominick Mutter and Louis Ahlendorf, German immigrants, had already cleared land and built houses a mile and a half southeast of the headland. Forsythe lived here, first at the Mutter farmstead and when it burned at the Ahlendorf home, for some years. The Ahlendorf place was built not far from the present site of the Grasselli plant.

Shortly before his death, Clark had given Forsythe a general power of attorney, an indication of the close relationship between the two men and an explanation of Forsythe's familiarity with Clark's plans, which Forsythe proceeded to carry out. He established a sawmill at Poplar Point and built a grist mill and siding adjacent to the tracks of the Pennsylvania Railroad. The little settlement which grew up at this point, called Cassella, was destroyed by fire in 1872.

In 1883, the English bankers gave a general power of attorney to John Stewart Kennedy of New York, an associate of James J. Hill, one of America's outstanding financiers of the period. Kennedy operated through his nephew's private banking house, J. Kennedy Tod and Company. It was not until 1887, however, when General Joseph Thatcher Torrence acquired an interest in the undertaking, that real progress was made. Torrence, a Pennsylvanian, after serving in the Civil War, became a builder of steel furnaces. By 1874 he had established himself in Chicago as a consulting engineer, and until the time of his death he was engaged in promoting and developing industrial enterprises in the Chicago area. He became associated with Marcus M. Towle, who had acquired considerable wealth as part owner and superintendent of the Hammond Packing Plant. In 1886 Torrence was one of those instrumental in promoting the Chicago and Calumet Terminal Railway Company, the first of the belt lines in the Chicago area, of which he became president.

It is not clear how Torrence came into contact with John S. Kennedy or the East Chicago Improvement Company, but on July 2, 1887, the company conveyed its title through Torrence to the Calumet Canal and Improvement Company, which mortgaged the site of East Chicago to the Central Trust Company of New York in order to secure a loan of $1,350,000. Marcus Towle, as president of the Calumet Canal and Improvement Company, figured in the transaction also, and in December of that year was instrumental in conveying to the Chicago and Calumet Terminal Railway a right of way through land owned by the canal and improvement company in the general direction of the Illinois-Indiana state line. Torrence planned a belt line around Chicago from a point on the lake shore of that city. He borrowed $10,000,000 from the Central Trust Company of New York to finance this venture, which eventually was completed. Three additional belt lines were to be completed some years later.

In 1892, because of objections to his management by the English interests, as represented by John S. Kennedy, Torrence signed a quit claim deed in favor of the Calumet Canal and Improvement Company. Robert E. Tod, Kennedy's nephew, was Torrence's successor. After the status of East Chicago was changed from town to city, the following year, Torrence figured little in its affairs.

From the time Torrence had first become interested in the Calumet until he was supplanted, he had been obsessed with the idea of building a harbor and canal system, connecting the latter with the Grand Calumet River and thus with the industries in the southern part of Chicago. Attempts were made to interest the State in the project, but in the main Torrence and his associates looked to the Federal Government for assistance. In 1888 they conveyed to the Government a right of way for the proposed waterway. In the meantime many changes took place in the corporate ownership of the lands involved, and all of the successors of the original Torrence enterprise, the Calumet Canal and Improvement Company, contributed something toward completing the project. When the United States government was finally to assume jurisdiction in 1914, the harbor had been dredged and a large part of the canal had been completed.

In 1888 the first industrial enterprise of any size, the William Graver Tank Works, originally established in Lima, Ohio, in 1857, broke ground on what is now the site of East Chicago. That same year William Penman, who was to be the first mayor of East Chicago, brought his family to this locality. He was the first permanent resident.

The first plat of land lying within the boundaries of East Chicago was made on May 9, 1888, by the Standard Steel and Iron Company. This was the subdivision of 110 acres lying between what is now Railroad Avenue and a parallel line drawn just west of the present Indianapolis Boulevard. The northern boundary was the Baltimore and Ohio Railroad and the southern, the present 151st St.

In March, 1889, a petition was presented to the Commissioners of Lake County calling for the incorporation of the town of East Chicago. Question of incorporation was submitted to the electors on May 6, 1889, and an overwhelming majority approved. The boundaries of the new town were White Oak Avenue, Kennedy Avenue, Michigan Street, and Broadway, an area of 3.75 square miles. (The present area of the city is nearly eleven square miles, several annexations of contiguous lands making up the difference. No further growth is possible, however, as East Chicago is now entirely surrounded by Lake Michigan, and the cities of Whiting, Hammond and Gary.)

In 1896 the Calumet Canal and Improvement Company turned certain rights over to Chicago financial interests. This group, headed by Owen T. Aldis, operated through the Lake Michigan Land Company. The lands taken over by the company were those lying in the Indiana Harbor section of the city, and the enterprises promoted there had a great influence on the future of East Chicago.

The Block interests, owning a rail rerolling mill in Chicago Heights, purchased 50 acres in Indiana Harbor in 1901. They built open hearth furnaces, blooming and bar mills, sheet mills and a jobbing mill. From this plant Inland Steel, the largest independent steel corporation in the Chicago district, developed.

A project of extreme importance to the entire region was the building of the Indiana Harbor Belt Railroad, carried out by Charles W. Hotchkiss, a railroad engineer, who was associated with the Aldis group. This line is owned by the New York Central and Burlington railroads.

In January, 1903, the Calumet Canal and Improvement Company, the Standard Steel and Iron Company, which despite its name was a real estate company owning large tracts of land, and the Lake Michigan Land Company were absorbed by the East Chicago Company, in which Potter Palmer, the McCormicks, Delavan Smith, and other wealthy Chicagoans had interests. Honore Palmer was president of the corporation, and the Kennedy interests were overshadowed by this Chicago group. But within

HAMMOND CITY HALL

By Bodie

Hammond City Hall

HAMMOND CIVIC CENTER

By McLaughlin

Hammond Civic Center

Woodmar Country Club, Hammond

By Bodie

By McLaughlin

Roosevelt High School Auditorium, East Chicago a year the Palmers ceased to be active in the affairs of the East Chicago Company, and Robert E. Tod, representing John S. Kennedy, was in a controlling position. He had Charles W. Hotchkiss appointed president of the East Chicago Company.

After 1888, when the Graver plant had been brought to East Chicago, sale of sites to industrial concerns interested in cheap and adequate transportation facilities, both by rail and water, proceeded at a rapid rate. The development was not in the nature of a "boom," but under direction of Hotchkiss, improvement of East Chicago and its industrial growth gained momentum. The southerly branch of the Indiana Harbor Canal was completed from the forks, in Indiana Harbor, to the Grand Calumet River; and the westerly branch was completed to the line of Calumet Avenue in Hammond. However, when the Jones-Laughlin Steel Company purchased a large tract from the East Chicago Company, it obtained the right to fill in that portion of the canal that crossed their property, the section lying between White Oak Avenue and the line of Calumet Avenue.

In addition to the Graver Tank and Manufacturing Corporation, and the Inland Steel Company, other important industries locating in East Chicago were the Grasselli Chemical Company in 1892; the Hubbard Steel Foundry Company, now the Continental Roll and Steel Foundry Company, in 1910; the Superheater Company, builders of power plant equipment, in 1913; the Sinclair Refining Company in 1915; Youngstown Sheet and Tube Company in 1923; and the Roxana Petroleum Corporation in 1928 (now the Shell Oil Co., Inc.). At present (1938) almost 400 products manufactured in more than 50 plants are sent from East Chicago to all parts of the world.

Today the State's eighth largest city, East Chicago lies in that region defined by the Bureau of Census as the "Metropolitan Area of Chicago in Indiana." Its area is largely occupied by steel mills, tin plate mills, foundries, petroleum refineries, chemical works, railway car and equipment shops, steel fabricating shops, non-ferrous metal refining works, and packing house by-products establishments. That section of "The Twin City" known as Indiana Harbor lies on the shore of Lake Michigan; East Chicago proper, two miles southwest, centers about the intersection of Chicago and Forsythe Avenues, the "Four Corners."

The port of Indiana Harbor is the leading harbor in the state and one of the largest on the Great Lakes. Because of the large number of industries that utilize the service of lake vessels, Indiana Harbor has more waterborne commerce than many Atlantic seaboard ports. Principal receipts are iron ore, coal, limestone, and gypsum rock. Wood pulp is imported from the Baltic countries, and palm oil comes from Africa.

The Indiana Harbor Ship Canal flows inland from the lake, through the heart of the industrial section of the city, southwestward for about two miles. At that point it passes a turning basin and forks south and west, the south fork emptying into the Grand Calumet River and the west fork ending at White Oak Avenue. The East Chicago Dock Terminal Company's heavy bulk terminal, the largest on Lake Michigan, is located at the forking point of the canal and provides ample public wharves. To this terminal come ships from American, Canadian, British, German, Norwegian, Estonian, and African ports. Ocean passenger steamer service began in 1936.

Starting from the lake shore and following the line of the canal, the industrial panorama of East Chicago is impressive. The mills of the Inland and Youngstown steel plants, the former on the north bank and the latter on the south, are built on approximately 1,000 acres of "made land." In contrast to modern, red-brick office buildings and squares of carefully kept lawn are the plant buildings, black or dingy red, structural steel frameworks of all sizes and shapes, rows of black smoke stacks, a network of railroad tracks with engines, tiny in relation to their surroundings, puffing back and forth. At the canal banks are huge ore unloaders, ore boats. The scene is enveloped in a haze of smoke and clouds of steam, and peculiar odors, a combination of chemicals and soot, permeate the air.

Southwestward, the canal passes the American Steel Foundries, whose red brick, steel, and glass buildings are surrounded by piles of scrap iron. Traveling south, after the division of the canal, more factories are passed, the Continental Roll and Steel Foundry Company and the Superheater Company, whose black, twin smokestacks, outlined against the sky, are a sort of symbol for the district.

East Chicago is the terminal point for a vast network of pipe lines, some more than 1,000 miles long. They reach into Wyoming, Kansas, Oklahoma, and to ports in Texas, bringing crude oil to the refineries. Originally crude oil was piped here from the Lima, Ohio, area and from Indiana oil fields. Local refineries make the harbor the leading petroleum shipping point on the Great Lakes, and possess daily crude oil "cracking" capacity of 190,000 barrels. East of the emptying point of the canal into the Grand Calumet and south of the river is the Shell Refinery, a subsidiary of the Royal Dutch Shell Oil Company, whose "tank farm" and office buildings are in East Chicago with the remainder of the refinery lying over the line in Hammond. The western branch of the canal is lined with refineries:

Standard Oil of Indiana and Sinclair on the north, Cities Service and the Wadham Plant of the Socony-Vacuum on the south. The multitude of low, grey storage tanks, and oil stills, the net work of pipes and railroad tracks, and the strong odor of oil are bewildering to the senses. Opposite the Sinclair refinery stands the huge gas tank of the Northern Indiana Public Service Company, one of the largest in the world.

In the southwest corner of East Chicago, adjoining Hammond and Gary, the buildings of the Grasselli plant of E. I. duPont de Nemours and Company, one of the first industries to locate in East Chicago, cover more than half of the 444 acres of the company's property. In the neighborhood of this company, great piles of yellow sulphur completely overwhelm other strong odors of industrial East Chicago.

"The Twin City's" business district, for the most part, is without distinction. With the exception of the Federal building, two bank buildings, a hospital, a few churches, and the schools, the city cannot boast of fine architecture. The business section of Indiana Harbor is crowded with two-story brick and frame stores, shops, restaurants, bars—dingy and dirty. In East Chicago the business streets are wider, the stores, and shops larger, and the general appearance cleaner.

In the residential districts are two housing projects, Marks, built by the Youngstown Sheet and Tube Company, and Sunnyside, built by the Inland Steel Company. Built in 1917 on 25 acres adjacent to the Youngstown plant, the cream-colored, stucco homes in Marks house 201 families in 98 two and four-family units. There is a school, a bachelor hotel, and a small park included in the project. Sunnyside might be regarded as the most attractive spot in East Chicago. There are no alleys, no garages, no separation of houses by fences or hedges, and tall poplars and maples which line the winding streets produce a grove-like effect. The 100 two-family houses, each unit having six rooms, are faced with asphalt shingles of various soft colors. This housing project has been visited, as a model, by housing experts from all over the country.

The modern brick residences of Parrish Avenue and Grand Avenue, surrounded by beautiful lawns, border Washington Park and represent East Chicago's finest residential area. In the background, to the west, St. Catherine's Hospital adds distinction to this quiet, park-like community.

About a half mile to the north, in great contrast to the quiet streets around Washington Park, is Indiana Harbor's "Little Mexico." Here, in the shadow of the Inland Steel Company, in predepression days lived several thousand Mexicans, in unpainted, dilapidated hovels, built on stilts because of the marsh, and little more than boxes. The one business street was jammed with one- and two-story stores, shops, restaurants, pawn shops and taverns. During the dark days of 1932 and 1933, with most of the community unemployed, social agencies raised funds to repatriate these people, and now "Little Mexico" is largely occupied by Negroes.

Of East Chicago's 54,784 inhabitants (1930 census), 25.2 per cent represented by Poles, Slavs, Hungarians, Roumanians, Lithuanians, Italians, Greeks, Russians, and Mexicans, are foreign-born. There are 5,088 Negroes in the city. The percentage of industrial workers, in East Chicago is much higher than in the United States as a whole and higher than in Indiana and Illinois.

Two social agencies serve the city, Katherine Community House, which is a Baptist settlement house, and the Carmelite Orphanage. The orphanage cares for wards of the court, destitute girls, and orphans; it maintains a boy's home in Hammond. In 1928, at a cost of $1,250,000, the 250-bed St. Catherine's Hospital was opened by the Sisters of the Poor Handmaids of Jesus Christ.

The percentage of school children attending parochial schools in East Chicago is unusually high, St. Stanislaus school, largest parochial school in Indiana, being located in the city. Washington School, with 3,300 students, is the largest public school in northwestern Indiana. North Township branch of the Extension Division of Indiana University has an enrollment of 750 students and was recently (August, 1938) granted land adjacent to Tod Park on which to erect a university building. East Chicago has 59 churches, 33 of which are Protestant, 16 Roman Catholic, 8 Greek Orthodox, and 2 Jewish.

There are two excellent libraries in the city, one in East Chicago proper, the other in Indiana Harbor. The public library movement was begun by Mrs. John D. Kennedy, president of the Tuesday Reading Club, afterwards the East Chicago Woman's Club, who on December 1, 1908, appointed a committee to solicit books. Tag days and various drives were held, and the city council petitioned, on August 3, 1909, to authorize a levy for library maintenance. The levy was granted and four years later the two libraries were dedicated, J. G. Allen, John R. Farovid, George W. Lewis, A. A. Ross, John D. Kennedy, A. H. W. Johnson, and Mrs. E. W. Walton being appointed to the first library board.

East Chicago boasts four athletic fields, a nine-hole golf course, and five wading pools. The lawns, flowers, trees, and shrubs of the park system have developed from top soil brought into the city and spread over sand and marshland. In Washington Park are green houses in which flowers and plants are propagated for transfer to city parks; each year a flower show is held in the spring and a chrysanthemum show in the fall. Washington Park also contains a zoo.

There is no cemetery in East Chicago. It has no daily newspaper and depends upon the papers published in nearby cities. Several years ago it was estimated that about 8,000 persons working here lived in Hammond, Gary, South Chicago, and other places. The wages and salaries of this group, earned in East Chicago, are naturally spent outside the city and, despite the efforts of a very active Chamber of Commerce, retail sales in relation to population are below those for Hammond and Gary.

## EAST CHICAGO POINTS OF INTEREST

(1) FEDERAL BUILDING, SE. cor. of Chicago Ave. and Kennedy Ave. architecturally the outstanding edifice in East Chicago is of dressed Indiana limestone, Romanesque in style. The north half of the building is two stories and the south half one story. The entrance, facing Chicago Ave., is approached by the wide steps with columnar bronze lighting standards on either side. The interior is finished in variegated marble, the foyer having large marble columns, and furniture is of ornamental wrought iron.

(2) RILEY PARK, six acres on the southern edge of Chicago Ave. east of the Indiana Harbor Belt Line R.R. and extending to Grasselli Ave., was named for Walter J. Riley, local banker. Northern frontage is landscaped; to the south are two baseball diamonds. The park also has a tennis court.

Boy Scout Hut stands midway of the width of the park, facing Chicago Ave. The exterior of this one-story building is finished in imitation of the peeled log cabins of the pioneers. It is cruciform in design, 80 feet long and 60 feet wide. Headquarters of the Twin City Council of the Boy Scouts of America, embracing 23 troops, one Sea Scout troop, and five Cub packs, the hut was built in 1927 without cost to the municipality, Boy Scout leaders providing the labor, and Chapter 16 of the Izaak Walton League of East Chicago the tools and materials. Inside is a museum, containing a number of natural and historical objects, many of which were found on the site of a Potawatomi village a few hundred yards from where the hut stands, and the office of the council. In the basement are a dining room and kitchen, quarters for the camera club of the Scouts, a print shop, and facilities for handcrafts as practiced by the older boys.

(3) CARMELITE ORPHANAGE, 4840 Grasselli Ave. a long brick building, rising two stories above an English basement, dates from 1916, when the provincial head of the Carmelite Order of the Divine Heart of Jesus, at Milwaukee, opened homes both in East Chicago and in Hammond, the latter for boys, the former for girls.

(4) CHURCH OF THE IMMACULATE CONCEPTION, NW. cor. of Olcott Ave. and 149th St., is a low building with an open belfry at the northern angle, and a roof of red pantiles. The walls of the struc-

ture are of rough brick of various shades of red, set in gray mortar. The floors, altars and the sanctuary rail are also warm-toned brick. At the rear is a two-story structure that houses congregational activities. An adjacent rectory conforms architecturally.

The church was built on a co-operative basis. Prof. Francis Kervick, dean of the School of Agriculture, Notre Dame University, donated the architectural plans, and the parishioners erected the edifice.

(5) KOSCIUSKO PARK, SW. cor. of Indianapolis Blvd., and 151st St., named for the Polish hero, contains 19 acres, plentifully wooded and well sodded. There are tennis courts, a playground and wading pool for children, baseball diamond, athletic field, and a lagoon. With funds provided in 1938 by the Works Progress Administration, a swimming pool has been added.

(6) ELKS BUILDING, NW. cor. of Chicago Ave. and Magoun Ave. a brown brick, three-story building with limestone trim, contains 52 rooms. The building contains all the appurtenances of a club, dining room, bar, lounge, and card rooms. Since 1930 it has been open to the general public as a hotel.

(7) In the MASONIC TEMPLE, 911 W. Chicago Ave., a three-story building of brick and terra cotta, five Masonic bodies have lodge rooms together with ante-rooms, reception rooms, and offices on the second floor. Street level floors are given over to shops.

(8) FIRST M. E. CHURCH, SW. cor. of Chicago Ave. and Baring Ave., of Gothic design, is a red brick structure, limestone trim about its doorways and stained-glass windows, whose dominating feature is a squat tower at the northeast angle, over the main entrance. The peaked roof of slate forms gables on two fronts.

The first floor auditorium seats 500 persons; in the basement is a community room, with stage and facilities for social gatherings. A rectory (S) is in the same style as the church.

(9) FIRST CONGREGATIONAL CHURCH, NW. cor. of 145th St. and Magoun Ave., a limestone edifice shows a slight Byzantine influence in the flattened dome surrounding it. Ionic half columns grace the facade, and all windows are of stained glass.

(10) ST. MARY'S ROMAN CATHOLIC CENTER, NE. cor. of Magoun Ave. and 144th St., built in 1916 of artificial stone, is cruciform in plan with a spire over the entrance. It seats about 500. Other units of this group are of brick, with stone trim. The school provides accommodation for 346 pupils.

(11) TOD PARK, 140th St. and Indianapolis Blvd., named for a promoter of the city's development, spreads over 51 acres. A clear narrow stream has ornamental footbridges crossing at intervals. In this park are a nine-hole golf course, a swimming pool, and formal gardens. The athletic field has provisions for football, baseball, and tennis. A bronze plaque near the fieldhouse commemorates Roy R. Rutledge, connected with the city's department of education for more than a decade.

(12) CITY HALL PARK, bounded by Indianapolis Blvd., John St., Tod Ave., and 145th St., well planted with trees, flowers and shrubs, has a playground in the eastern part and a band shell in the rear. Facing Indianapolis Blvd. is a 155 millimeter howitzer captured during the World War and presented by the War Department in recognition of services of East Chicago citizens.

(13) CITY HALL, on Indianapolis Blvd., in City Hall Park, a red, brick structure with limestone trim rises two stories above an English basement. A shallow flight of stairs leads to the main entrance, whose doorway is surmounted by a pediment, and flanked by four Ionic columns, two on a side. The roof is done in pantiles. The rounded arches of the doors and windows indicate a Romanesque influence.

(14) WASHINGTON PARK, bounded by 144th St., Parrish Ave., Grand Blvd., and 142nd St., has a zoo, a conservatory in which flower shows are held, and a park lodge for offices of the park board. There are also an athletic field, baseball diamond, swimming pool, tennis courts, and a band shell. Two markers, one a memorial erected by American Legion Post 266 to the men who lost their lives in the World War, and another stating that the tree next it was planted to the memory of John W. Lees, former superintendent of the Inland Steel works, by the Sons of the American Legion, have been placed in the park.

(15) ST. CATHERINE'S HOSPITAL, NE. cor. of 144th St. and Fir St., a large E shaped building of red brick with Bedford stone trim, rises five stories, three wings projecting easterly from the main structure fronting Fir St.

(16) SUNNYSIDE, at end of 141st St., a residential subdivision, is Inland Steel's housing development, covering 15 acres. The two-family houses are more or less standardized, each unit having six rooms. Original frame construction has disappeared under a sheathing of fireproof material, which lends itself to a wide variety of tints. The lawns, stretching without break, give a park-like effect, and scattered around are hundreds of trees, Carolina poplars and silver maples, well grown and well cared for (about 750 of these trees were set out). House residents must keep automobiles in the community garage just outside the subdivision.

Garbage and ashes are removed, lawns are watered and mowed, shrubbery and trees trimmed, and streets cleaned and kept in repair by the company, which retains full control and management.

(17) KATHERINE COMMUNITY HOUSE, SE. cor. of 138th and Deodar Sts., a three-story dark red brick building with stone trim, is operated by a staff of four paid workers and a score of volunteers. Largely financed by the Baptist Home Missionary Society of New York, it was named for Katherine Westfall, Baptist welfare worker.

(18) HOLY TRINITY CHURCH, 3717 Elm St., shows a marked Gothic influence, particularly in the two truncated towers, of unequal heights, with battlemented copings, flanking the entrance to the structure. The building is constructed of variegated brown brick and seats 500.

(19) ROUMANIAN CHURCH, 3620 Fir St., dedicated to St. George, is of brick and stone, with two towers on Levantine lines that flank the portal. The building serves 350 Roumanian families.

(20) ST. PATRICK'S CHURCH, SW. cor. of 138th St. and Grand Blvd., is designed in mission style, following the example set by Franciscan Fathers on the Pacific coast. In connection with the church is a school taught by Nuns of the Order of the Holy Cross.

(21) MAIN LIBRARY BUILDING, SE. cor. of 136th St. and Grand Blvd., a low rambling red brick building is one of two Carnegie libraries erected in 1913. The interior is buff in color, and trimmed with well-grained dark oak. The library system contains 53,000 books, including the nucleus for special collections on steel and petroleum.

(22) LEES PARK, SE. cor. of Aldis and Michigan Aves., one of the smaller parks of East Chicago, has the only public shore line in the city. The original purpose of the park was for a pumping station, but a small bathing beach and bathhouse are provided. The pump house is of stucco. A long, red building houses the filtration plant. A tennis court, park benches, picnic tables, and flood lights are also provided. A stone wall, following the shore extent of the park, was built by the Federal Emergency Relief Administration.

(23) Buildings in the WASHINGTON SCHOOL GROUP, NE. cor. of Parrish Ave. and 141st St. are institutional in style, of brownish brick and stone trim, three stories in height. Enrollment for the school is (1938) about 3,250. The group affords complete educational facilities from kindergarten through high school. Exceptional facilities in music, both instrumental and vocal, and in the arts and crafts are provided. There are fourteen rooms, or shops, in which trades are taught. A staff of 15 teaches the elementary unit, and 96 the higher grades. Foreign-born parents of 1937 graduates represented 28 nationalities.

(24) CENTRAL FIRE STATION, Columbus Dr. (141st St.) near Canalport Ave. constructed of brick and re-inforced concrete, modernistic in design, is centrally located between the two divisions of the city, to meet contingencies either in East Chicago proper, or in Indiana Harbor. Headquarters of the fire chief, it is said to be the finest station in northern Indiana.

# Whiting

## GENERAL INFORMATION

*Railroad Stations:* 117th and Front Sts. for Pennsylvania R.R.; 1851 Front St. for New York Central R.R.

*Bus Stations:* 1918 Indianapolis Blvd. for Yankee Coach Lines and for Lincoln Trailways.

*Intercity Buses:* Chicago & Calumet District Transit Co. (Shore Line Coaches); bus line (no station) to other cities of the Calumet Region and Chicago. Any intersection along East Chicago-to-Chicago route (Route: Dickey Road in Indiana Harbor to Front St., on 119th St. to Indianapolis Blvd., along Indianapolis Blvd. to Whiting City Limits).

*Street Cars:* Twenty to thirty minute service. Fare 8c. Free transfer between street cars. Street car to bus, 2c. Bus to street car, no charge. Street cars direct to Chicago, on East Chicago to Chicago line.

*Taxis:* 1449 Fishrupp Ave. for Checker Cab Co., 35c anywhere in town.

*Theaters and Motion Picture Houses:* Two motion picture houses.

*Information Service:* Whiting Chamber of Commerce, Illiana Hotel, 1907 Atchison Ave.

*Accommodation:* One hotel.

*Swimming:* Pools, Community Center, Community Court and Clark St.; free, except to out-of-town groups; Whiting High School, 1741 Oliver St., no charge—open only to school children. Beaches, Lake Beach at Whiting, Front St. at Lake Michigan. Parking fee, 25c.

*Tennis Courts:* Whiting Park, 117th and Lake Michigan, no fee; Filtration Plant, 1642—119th St., no fee.

*Newspapers:* The Whiting Times, 1902 Indianapolis Blvd.

## CHRONOLOGY OF WHITING

1847 March 6—George M. Roberts buys land in vicinity of Whiting.

1848 Heinrich D. Eggers settles on site.

1852 Lake Shore & Michigan Southern R.R. reaches Chicago through Whiting.

1854 Henry Reese, Henry and William Schrage settle on site with their families.

1856 Roberts acquires "military land warrants"; title to add 313 acres to holdings.

1858 Pennsylvania railroad parallels Lake Shore, entering Chicago.

1868 Henry Schrage opens general store.

1871 U. S. Post Office established in Schrage store.

1874 B. & O. R.R. establishes station.

1889 February—Henry Schrage purchases 246 acres for Standard Oil Co.

March 5—Standard Oil Co. starts construction.

1890 Summer—Standard Oil opens.

1892 Agitation starts for incorporating town.

1894 Hammond passes ordinance to annex all of Whiting except Standard Oil property.

June 1—Application to Lake County Commissioners to incorporate; June 27 set for election.
June 14—Whiting *Democrat,* first newspaper published.
1895 Bank of Whiting founded.
1896 Suit filed by Hammond against incorporation of Whiting settled in favor of Whiting.
1903 Whiting incorporated as city.
1908 City purchases park area of 22 acres.
1918 Dr. Burton, inventor of cracking process, elected President of Standard Oil of Indiana.
1923 Memorial Community House erected by Rockefellers.
1929 March 7—"Battles of Proxies" in the theater of Memorial Community House.
1932 Employees' committee discusses wage adjustments with Standard Oil officials.
1935 Carbide and Carbon Chemical Co. plant erected.
1937 June 19—Father Lach's Boys' Symphonic Band starts on foreign tour.
Globe Roofing Co. plant built.
1938 American Smelting and Refining Co. plant is erected.

## DONE IN OIL

Although Whiting was founded by the Standard Oil Company of Indiana and as a city began its life in 1889 with the construction of the first stills and storage tanks, early settlers arrived in the neighborhood about the middle of the last century.

Little is known of George Matchler Roberts, for whom Robertsdale was named. He appears to have been born in Wilkes Barre, Pennsylvania, and to have worked on the Erie Canal as a youth. Moving westward, he settled first in Chicago, and in 1849 took up 40 acres of government land in the Calumet Region within the present limits of Whiting. In 1856 he added 313.20 acres to his original holdings by acquiring "military land warrants," which, while apparently costing him less than $500, many years later during a legal action involving his estate were valued at $90,000. Although Roberts' acreage was largely dunes, swamps, and lagoons, there were patches that were extraordinarily fertile, and on these he did a little truck gardening for the Chicago market, raised cattle, planted orchards, and started bee culture. He donated a right-of-way across his land to the Pennsylvania Railroad, which erected the station of Robertsdale in recognition of the gift.

Henry Reese, a German immigrant and early settler, is believed to have settled in the Whiting area about 1852, and to have farmed some of the fertile spots found among the dunes and swamps. It seems likely that he also engaged in truck farming for the Chicago market.

Henry Schrage, born of German immigrant parents in 1844, was reared on his father's farm on land that is now Whiting. After enlistment in the Civil War and a period of several years work on the railroads that traversed the Calumet, he opened a general store. In 1871, when the post-office was established, he became the first postmaster. The Bank of Whiting was found by Schrage in 1895, and today a Whiting street is named for him.

Other settlers who later became prominent were John F. K. Vater, Robert Close, and Robert Atchison, whose young daughter married George Roberts late in the latter's life. Atchison Avenue, the division line between Whiting and Robertsdale, is named for Robert Atchison, who was a section-boss on the Lake Shore Railroad.

Settlement of the area was extremely slow, and as late as 1889 there were not more than forty families in the region. In the main, early settlers were German immigrants, and most of them worked for the railroads. The Lake Shore and Michigan Southern was built in 1852, the Pennsylvania ran along side the Lake Shore into Chicago in 1858, and the Baltimore and Ohio tracks were laid parallel to the others in 1874. When the Lake Shore built a station near Schrage's store in 1874, the locality became a minor center for railroad employees. A local story relates that an engineer (some accounts say conductor) on the Lake Shore, whose name was Whiting, wrecked his train by driving it into the path of a Pennsylvania train. Thereafter, the place was known to railroad men as Whiting's Crossing. Schrage shortened it to Whiting's and Standard Oil, 20 years later, changed it to Whiting.

The Standard Oil Company came into Indiana soon after a pipe line had been laid from the recently developed oil field in Ohio to a terminal in Fleming Park, Chicago, where storage tanks were erected and a refinery planned. But Ohio oil had a heavy sulphur content, and the process used at that time to remove this element created a nauseous stench. There was considerable opposition to the location of a refinery in Fleming Park, and when one of the storage tanks exploded the opposition become overwhelming.

Great sums had been spent in laying the tracks to the tremendous middlewestern market, but by back-tracking along the route of the pipe line, an ideal site for a refinery was found where Whiting now stands, a site on Lake Michigan close to the market, where land was easily purchased, so isolated as to eliminate the nuisance problem, and adjacent to an inexhaustible supply of water. Also building operations would be facilitated by ample railway service immediately at hand and plant output could be easily distributed throughout the country.

W. P. Cowan, superintendent of the Standard Oil plant in Cleveland, was in charge of construction of the refinery at Whiting. He first commissioned Henry Schrage to buy some hundreds of acres of land bordering on Lake Michigan, carefully concealing his principals and purpose. By February, 1889, Schrage had purchased 246 acres; the site was prepared for construction by filling in swamps and leveling dunes. Actual construction began on May 6. Stills and storage tanks were put up, and a five-foot water tunnel to a crib a half mile off the shore of Lake Michigan, with a capacity of 125,000,000 gallons daily—sufficient for the needs of the refinery and the town—was begun. Cottages were built on a tract west of the refinery for the technical and executive staffs. Trainloads of lumber, steel, and other building material poured into Whiting; construction gangs were augmented daily. Everything was done in the name of W. P. Cowan, and it was not until October that it became known that the Standard Oil Company of Indiana was back of the new undertaking.

The technical staff for this construction came from Cleveland and other cities. Until the dwellings in the "village" were completed, they lived in Chicago, coming to Whiting daily on a special train. Laborers lived in bunk houses, hastily erected in the southern part of the new town, then known as "Oklahoma," where the number of saloons and resorts of questionable character gave the neighborhood a reputation which persisted for some years.

Soon after the first plant was completed, Cowan acquired a hundred additional acres and construction of the refinery proceeded rapidly. By summer of 1890 the 80-still plant with a capacity of 600 barrels of crude oil a day was ready for production. The first crude oil was run through the stills on September 2; on Thanksgiving Day the first shipment of kerosene was made.

Whiting remained an unincorporated town for several years. The Standard Oil Company provided the community with water, lights, fire protection, a sewerage system, and police, its guards functioning as constables. In the spring of 1892, a meeting was held to establish a town government. The proposed town was to include territory between the Illinois State line and the Indiana Harbor canal, and the southern boundary was to be a line drawn through Berry, George, and Wolf lakes. However, taxing measures necessary to support a town government proved to be an obstacle, and the incorporation of Whiting was delayed.

Today the city limits of Whiting and Hammond and of Whiting and East Chicago are contiguous. Originally an island-like area of wet marshes and low sand dunes almost encircled by Lake Michigan and Wolf, and George lakes, the city, covering only 971 acres, was built on these dunes and marshes after the ground had been drained and filled.

The general appearance of Whiting is much the same as that of any other small, midwest town. Most of the business is conducted on one main thoroughfare, 119th street, with an office building and the Illiana Hotel marking the western end of the district. The monotony of this street, with its closely packed one- and two-story stores, shops, restaurants, drug stores, and other small businesses, is relieved at intervals by more impressive buildings, a school, the postoffice, a bank, a motion picture house, and the medieval appearing armory.

In the western part of the town, from 119th street north to the Lake, are streets paved with brick and lined with tall poplars or maples, whose neat rows of small, one-family houses, usually frame but occasionally brick or stucco, are set on well-kept lawns. These dwellings, built close together and high off the ground, are occupied for the most part by the owners. Further east, on New York, Pennsylvania, and Ohio avenues, are older, smaller cottages of the original "village," built in 1889 for the foreman, department heads, and higher salaried employees. Another residential district, built up by the foreign-born refinery workers, lies to the south of 119th street. Here dwellings are of more recent construction than those north of 119th, but many houses have no lawns and some of the streets are unpaved.

The Standard Oil plant covers 750 acres southeast of Whiting and extends into East Chicago and Hammond. Industrial buildings, rows of light-gray, squat tanks with slightly conical tops, many smaller black and gray tanks of all shapes, complicated stills with a labyrinth of pipes, railroad tracks, and trains of tanks and freight cars make this huge plant a forest of iron and steel dedicated to the production of gasoline and dozens of by-products. At night thousands of tiny lights outline stills and tanks, whose dark bulks, etched against the night sky, are reminiscent of pictures of castles in Grimm's fairy tales. By-products range from heavy oils and greases for locomotives to light oils for wrist watches, oil coke, fuel oil, volatile fuel used in cigarette lighters, 30 varieties of asphalt, road oils, and tallow candles of many designs and shapes. Many products, such as insecticides, polishes, and medicinal oils are compounded from petroleum derivatives or from these derivatives and other chemicals.

About $150,000,000 has been spent on this oil refinery. The dangers that attended oil refining in the earlier period have been virtually eliminated. Today oil from Standard Oil Company wells in Texas, Oklahoma, and Kansas is stored at Humboldt, Kansas, and pumped 520 miles to Whiting, where there are storage facilities for a week's supply for the refinery. In the 49 years since ground was broken for the Whiting plant, there have been revolutionary developments in the methods and objectives of oil refining. The "cracking" process, major change in petroleum refining, was developed by Dr. William H. Burton, chief of the laboratory staff of the Standard Oil Company of Indiana, and subjects the residue of gasoline distillation, in special stills, to intense heat and high pressure, thus nearly doubling the output of gasoline from crude petroleum. Development of the internal combustion engine created a demand for gasoline, and industrial chemists have developed many useful petroleum by-products.

In 1935 the Carbide and Carbon Chemicals Corporation completed a plant on a 40-acre tract adjoining the Standard Refinery. Thirteen buildings and equipment designed to utilize the wastes of the refinery were erected at a cost of $10,000,000. These two-story brick buildings are set in the midst of a maze of piping. A six-inch main carries the wastes to the Carbide plant to be broken up by chemical processes into industrial alcohols, anti-freeze mixtures, and fuel gas. The use of "bottled gas" in rural areas has developed from 1,000,000 gallons annually a few years ago to 33 times that amount in 1937. This plant has about 350 employees, most of them highly skilled technicians or chemists.

Whiting is now the home of another important industry. The plant of the American Smelting and Refining Company was completed in 1938. On the former site of the Great Western Smelting and Refining Company, which plant was dismantled several years ago, the new plant refines non-ferrous metals, gold, silver, copper, lead and zinc.

In area, Whiting, like East Chicago has permitted itself to be forestalled by Hammond. Its natural line of development was west toward the Illinois state line, or south, toward the shallow lakes that at one time separated it from Hammond. But Hammond, with a better appreciation of the industrial future of the Calumet, reached out and annexed the territory up to the boundary of Whiting. Making the best of the situation, Whiting has improved the shallow enclave on the shore of Lake Michigan. The streets within this small area were graded and most of them paved, concrete side-walks were laid, and a water and sewerage system was installed. Schools were built, a public library was established, and a fine community center was completed in 1923.

Meanwhile, Standard Oil, having underestimated its own stature, found it necessary to go beyond the town of its own creation and purchase tracts in East Chicago and Hammond. Whiting's population has increased until it can no longer provide homes for Standard Oil employees. Virtually every building lot has been utilized, until there is a density of population of about 6,000 to the square mile.

One-fourth of Whiting's townspeople are foreign-born. The typical resident of the city is a Slav and members of this race make up over 90 per cent of the total population. Of the Slavs, 50 per cent are Slovaks, 35 per cent Polish, and the remainder Croatians, Slovenes, Serbians, and Ruthenians. There is also a small group of Hungarians. Among the small group of Americans living in Whiting are descendants of German immigrant settlers, who in early days gave the community its Teutonic complexion.

Because of overcrowded housing conditions, the city does not welcome newcomers, and restrictions are placed on their taking residence. Whiting prohibits Negroes from living within its limits.

Most of the Slavs are Roman Catholics, and their churches and organizations predominate in the religious life of the city. The Slovaks hold the one distinctive annual celebration in Whiting, when, on a day in mid-summer, they gather in Wicker Park for a festival. The celebration is ended that evening with a ball in Slovak Hall, and is presided over by a "Queen" chosen from the Slovak women.

As a rule, descendants of the original group of Standard Oil employees have not entered the service of the company. This group was among those who built up the residential section lying north of 119th St. Today their sons and daughters still live in Whiting, but, are, for the most part, employed in Chicago.

Most impressive building in Whiting is the Memorial Community House. Built in 1923 by the Standard Oil Company and the Rockefellers as a memorial to those who fought in the World War, it is a center of community activities. It houses two gymnasia, an auditorium, a ballroom, two banquet halls, and meeting rooms for the American Legion, the Boy Scouts, and the Girl Scouts. Agencies carrying on social work in Whiting are the Red Cross, the Carmelite Home for Boys, the Carmelite Home for Girls, and the Whiting Relief and Aid Society, all financed in part by the community chest.

City schools are modern and, for the most part, architecturally pleasing. A school budget of $282,657 (1938) provided education for almost 1,900 pupils, with a teaching staff of 70. In addition to the public schools, there are four parochial schools with a total enrollment of about 1,700.

In the first three years of the primary schools, conventional teaching methods are followed. After that the grades are departmentalized, similar to the "platoon" system, and further variance includes introduction to ten branches of the industrial arts. In the cultural field, emphasis is placed upon music and drama.

Whiting schools are nationally known for the excellence of training given in music. The department is under the direction of Adam P. Lesinsky, president of the National School Orchestra Association. Students are given individual instruction until qualified for group instruction, and from the groups are chosen those who compose the orchestra and the band. The Whiting High School orchestra in state-wide competition won first place for six successive years, and on two occasions won first place in national competitions.

The dramatic department of the public schools offers training in all phases of the theater. Students manage the business, design and paint scenery, make costumes, and act in the plays. Other plays, more ambitious than those given by the schools, are produced in collaboration with the Indiana Lake Shore Theater Guild at the Memorial Community House.

During the period of unrestricted immigration, when the labor turnover in the refinery was high, Whiting schools gave considerable attention to adult education, and a dozen or more evening classes were held with an enrollment of about 1,300. Courses were offered in English, American history, and government. Often it was necessary to use interpreters in these classes. In 1937 this school enlarged its program and now offers instruction in any subject for which there is sufficient demand.

Further evidence of more than ordinary interest in music to be found in Whiting is represented by Father John J. Lach's Symphonic Boy's Band. Father Lach, pastor of the Church of the Immaculate Conception, serving a Slovak congregation, about ten years ago organized the Boys' and Girls' Band, whose 85 members, all Slovaks, ranged in age from seven to twelve years. Because of its juvenile character, the band created much interest and in 1931 made a tour of the East, ending in Washington. Since that time age limits have been changed to range from 12 to 20, girls have been eliminated, and other nationalities, although Slovaks still predominate, are represented. The band performed at the Chicago Century of Progress and in 1937 made a European tour.

Newspaper publication began in Whiting with the *Democrat* (1894-1897), followed by the *News* (1894-1928), the *Sun* (1897-1909), the *Call* (1909-1921), the *Star* (1925-1927), the *Herald* (1926), and the *Benjamin Franklin News* (1926-1935). The present newspaper, the *Times,* began publication in 1935.

Founding of a city in connection with the building of one industry brings together people with common interests and more or less uniform standards of living. This has been true in Whiting. First residents, working side by side in the refineries, living side by side in the "village," and enduring the hardships of the early days, have been bound together in enduring social relationships. In 1894 the wives of industrial and civic leaders organized the Fortnightly Club; the men have a Chamber of Commerce, lodges and clubs, typically American in character. The Slavs, upon arrival in Whiting, organized their own societies, usually around the parish church, where the language and traditions of their native land were retained. Today Whiting is separated into two social groups, the line of cleavage being 119th street. And although only a few miles separate it from Chicago, it has none of the characteristics of a suburb; its interests are purely local.

## WHITING POINTS OF INTEREST

(1) ST. JOHN'S ROMAN CATHOLIC CHURCH, SE. cor. of Lincoln Ave. and Benedict St., serves a congregation of Slovaks, who, for the most part, reside in Whiting, though the building itself is in Robertsdale. Erected in 1930, the burr brick structure is Romanesque in style, with a tall spire dominating the facade. A parochial school with an enrollment of 660 is taught by 17 nuns of the Sisters of Providence.

(2) CHURCH OF SS. PETER AND PAUL, 1809 Atchison St., a small two-story red brick building, was the first church built in Whiting. It was then known as the Sacred Heart Church.

(3) ST. JOHN EVANGELICAL CHURCH, 1701 Cleveland Ave., a rough-brick structure, dominated by a low square entrance tower, serves a congregation of 350.

(4) DISCIPLES OF CHRIST CHURCH, 1829 Central Ave., a red cloister brick structure with Bedford stone trimmings, in early English Gothic style, serves as a community center with its clubrooms, game rooms, reading rooms, a modern rectory, and a large gymnasium.

(5) SACRED HEART PARISH CHURCH, NE. cor. of 118th St. and LaPorte Ave., red brick with limestone trim, has modified Romanesque details. Entrances are through rounded arches in a 100 ft. campanile at the southwest corner. Back of the church is the rectory and beyond that a school where 250 children are taught by the Sisters of Providence. Next the school is a small red brick convent.

(6) PUBLIC LIBRARY, 1735 Oliver St., is a warm red-brick building with green pantile roof, set in a spacious lawn, whose dominant feature is a low, octagonal tower. The semi-circular arch, broad gable over the entrance, and a many sided turret suggest modified German Romanesque influence.

This one-story building, whose ample basement and steep roof provides attic storage, is divided into reading rooms by permanent walls. On the shelves are approximately 21,500 volumes or 1.93 volumes per capita of population.

(7) The "VILLAGE," local designation for the residential section now embracing Ohio, Pennsylvania, New York Avenues and the north side of 119th Street, was established as a housing project in 1889 by the oil company. Construction of small cottages was started on all streets except New York Avenue; as fast as houses were completed, they were assigned to department heads, foremen, still-men, the superintendent, and others. Sidewalks were laid with boards. In 1891 more pretentious residences were constructed along New York Avenue. No one but an employee was allowed to be a tenant so long as the company owned the houses. In later years, properties were sold to occupants.

(8) WHITING POSTOFFICE, NE. cor. of New York Ave. and 119th St., suggests the Georgian style of the latter half of the eighteenth century. But arising behind the normal roof line and recessed from it is a quasi-Mansard effect, carrying the windows that give light and air to the concealed second story.

(9) WHITING ARMORY, 1443—119th St., a red-brick building with a forbidding facade, broken only by three entrances of narrow width, frowning towers at the two angles of the front, and a battlemented parapet and embrasures, originally was the Plymouth Congregational Church. In 1927 it was bought by Company F, 113th Engineers, Indiana National Guard, and radically altered. In 1935-36 the building was further improved to provide adequate drill space, and an addition was built with Works Progress Administration funds, approximately $53,000.

(10) FIRST M. E. CHURCH, NW. cor. of Clark Ave. and Community Court, is a red brick structure of old English ecclesiastical style, with Indiana limestone trim. The doors and all the windows—many of them mullioned—are set in this stone. A low square tower, at the southeast angle of the building, arises a few feet above the peaked two-toned slate roof. On portions of the facades, ivy mounts to the roof line. In the interior naked timbers and rafters support the roof.

To the west of the church is the structure that houses social activities of the congregation. This two-story building, the second story finished in the old English style of naked beams imbedded in stucco, has a ladies' parlor, rooms for the primary classes of the Sunday School, a well-equipped kitchen, and two smaller rooms for committee meetings. In the basement, quarters of the Boy Scout Troop of the congregation are designed to convey the impression of a log cabin.

(11) MEMORIAL COMMUNITY HOUSE, SW. cor. of Clark Ave. and Community Court, is of rough-surfaced brick in several shades of dark red, laid in rutted courses, bound with a lighter tinted mortar, and relieved with trimming in limestone. The building is two stories with a sloping roof of dark green pantiles. The design suggests the architecture of southern Italy. The auditorium at the rear is under the same roof, but, to minimize fire hazards, it is constructionally a distinct building. Off the foyer are two large banqueting rooms, and an adjoining kitchen, with all the appurtenances of a hotel kitchen.

Along the length of the broad corridor leading to the auditorium are fire doors that may block all communication from this part of the building. In a comfortably furnished meeting room, small organizations assemble. One gymnasium is designed for women, girls and small children, the other for men and boys.

On the second floor are quarters of the American Legion. There is, also a large ballroom with a dance floor.

The Rockefellers, and the Standard Oil Company of Indiana, gave $550,000 toward the erection and equipment of the building, and the Standard Oil Company of Indiana participates in its maintenance.

(12) CHURCH OF ST. MARY, SE. cor. of Clark Ave. and John St., is constructed of dark brick with stone trimming. On the spire that surmounts the facade is a peculiar cross which has three bars of unequal length, the lowest of the three aslant. This church is Roman Catholic, but is known officially as a church of the Byzantine rite, or a Uniat Church.

(13) MASONIC TEMPLE, 512 Temple Court, is a building of brick and stone, two stories high, with an English basement. It is also used for services by Christian Scientists.

(14) ST. ADALBERT'S CENTER, SW. cor. of 121st St. and Indianapolis Blvd., is a temporary frame building in which the Polish people of Whiting worship. The school, the nuns' home, the auditorium, and the rectory are of brick and stone, so situated that they will be adjuncts to the permanent church which has yet to be built.

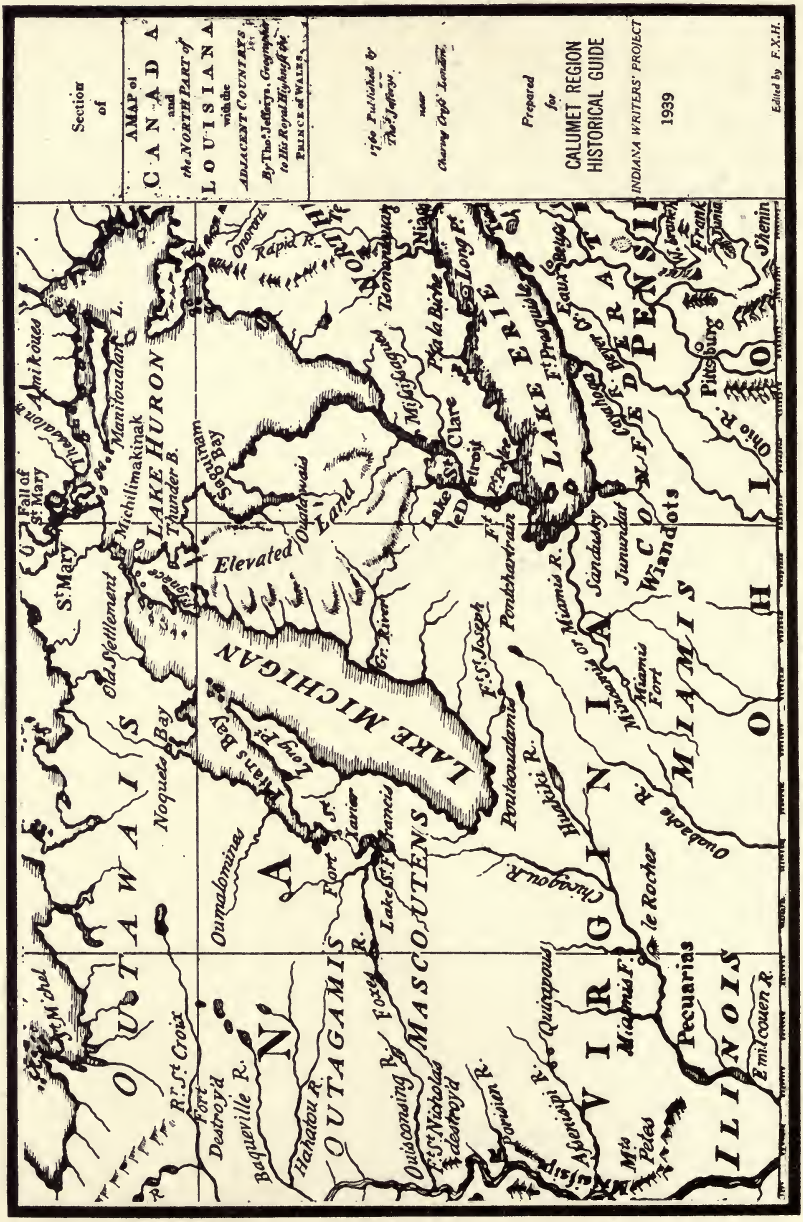
(15) CENTER OF THE IMMACULATE CONCEPTION, on Whiteoak Ave. between John St. and Fred St., is a Roman Catholic School serving Slovaks. On Whiteoak Avenue and Fred Street a conventional three-story building of red brick, houses all activities of the parish. On the grounds also are the parish house, and a shrine dedicated to the Immaculate Conception, erected through the efforts of the Sodality of the Blessed Virgin.

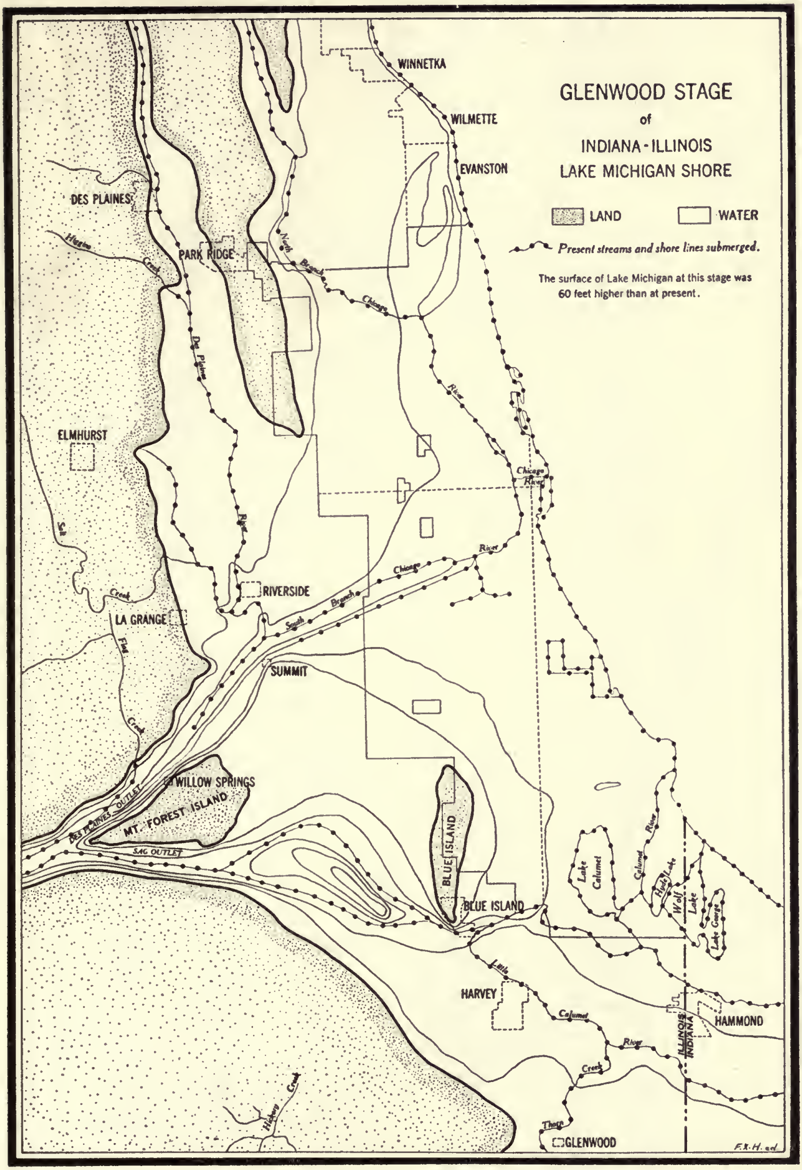
(16) FRONT AVENUE is an historic cul-de-sac extending from 121st St. to the lake. The short street is the western border of the Standard Oil Company plant. In early days, the west side of the street

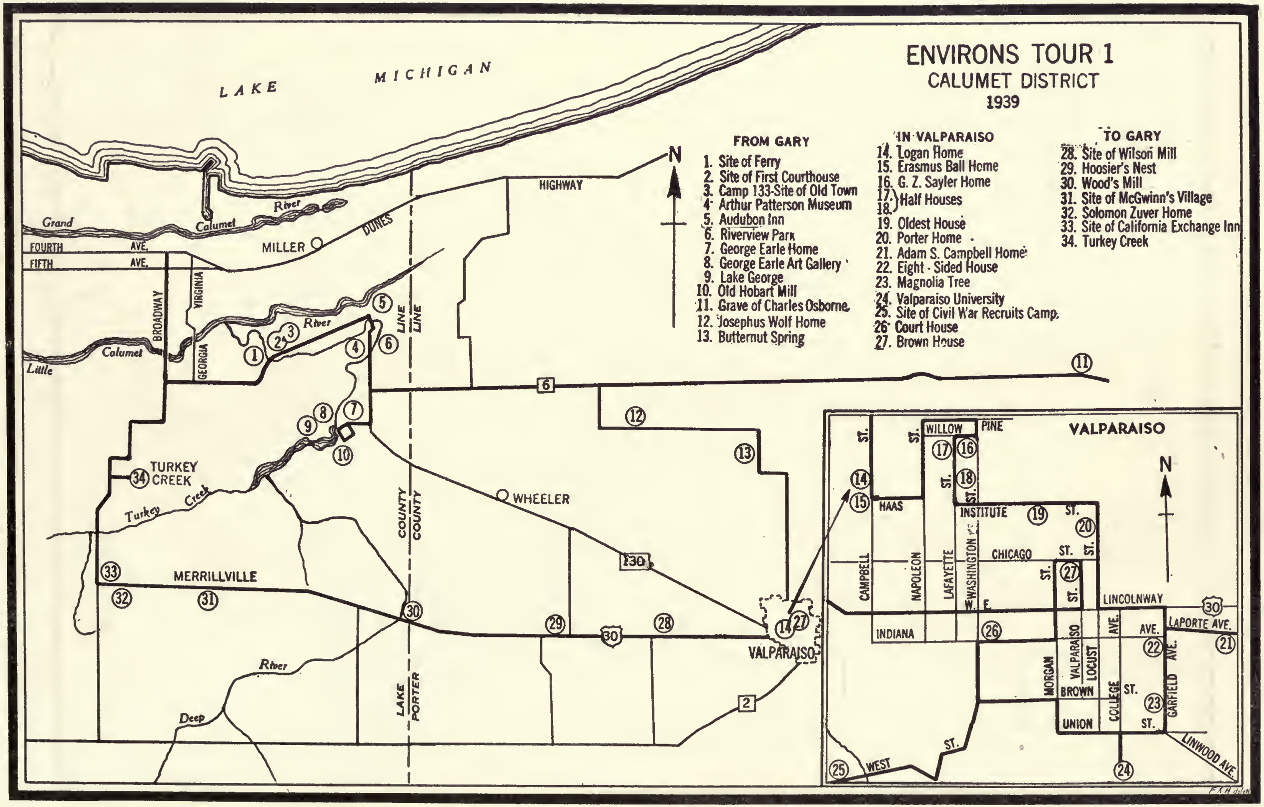
was a solid row of saloons where on "paydays" the workmen gathered to "celebrate." Various signs in foreign languages and the babble of foreign tongues gave a bizarre note to the avenue. Today the street is colorless with a few dingy business buildings.

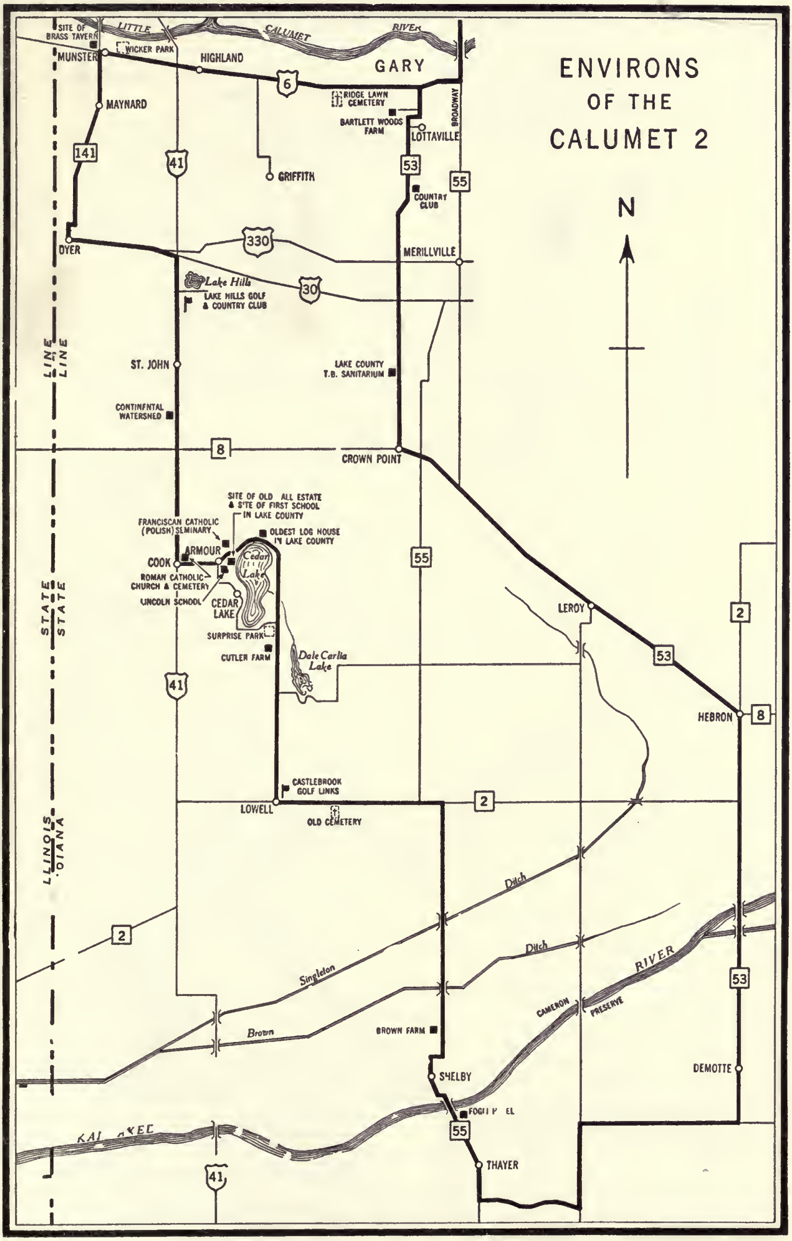
(17) WHITING PARK, bounded by the New York Central R. R., 117th St., Front Ave. and the lake, is a 22-acre park with 2,000 feet of sandy beach, and adequate bathhouses (fee 25c adults, 10c children; suits rent for 25c adults, 10c children). It has a children's playground under supervision of play directors, a baseball field, a pistol range, a trapshooters' range and tennis courts.

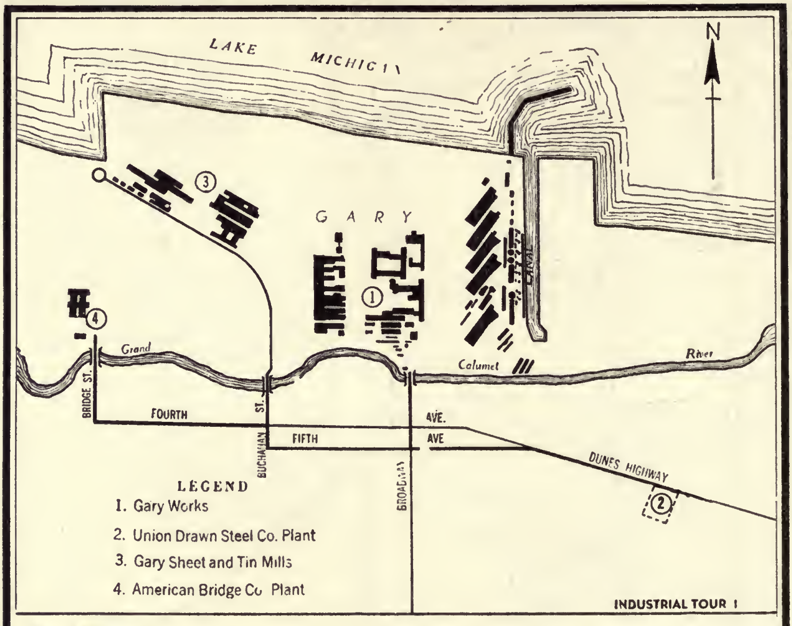
# Map Appendix

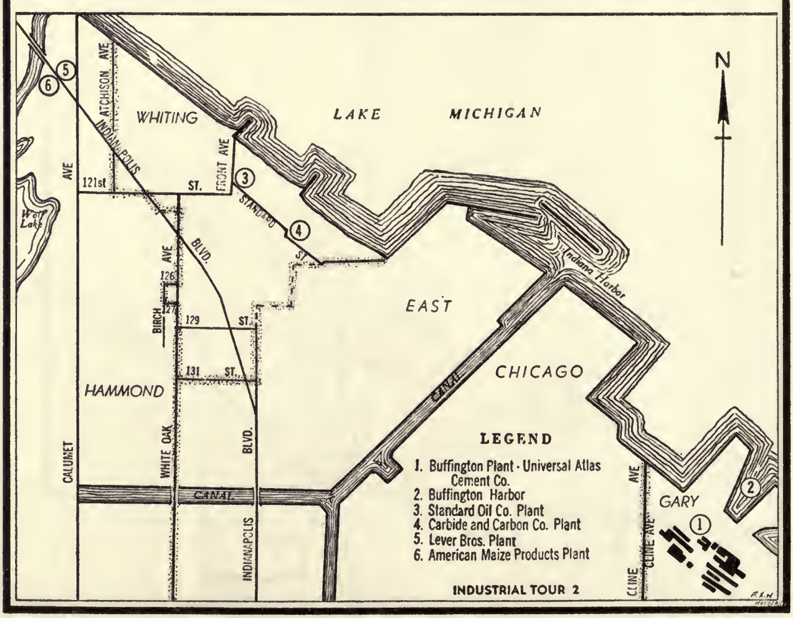

Section of
A MAP of CANADA and the NORTH PART of LOUISIANA with the ADJACENT COUNTRYS
By Thos. Jefferys, Geographer to His Royal Highness the PRINCE of WALES
1760 Published by Thos. Jefferys near Charing Cross London
Prepared for CALUMET REGION HISTORICAL GUIDE
INDIANA WRITERS' PROJECT
1939
Edited by F.X.H.
LAKE MICHIGAN
LAKE HURON
LAKE ERIE
Lake St. Clare
OUTAWAIS
OUTAGAMIS
MASCOUTENS
MIAMIS
ILLINOIS
VIRGINIA
OHIO
CONFEDERATES
PENSILVANIA
Elevated Land
Michilimakinak
Old Settlement
St. Mary
Fall of St. Mary
Manitoualin L.
Thunder B.
Saguinam or Sagana Bay
Noquets Bay
Puans Bay
Long Pt.
Fort St. Joseph
Pontchartrain
Detroit
Gr. River
Fort St. Francis
Lake St. Francis
Foxes R.
Ouisconsing R.
Ft. St. Nicholas destroyd
Fort Destroyd
Rr. St. Croix
Baqueville R.
Hahatou R.
Misisipi R.
Ouimalomines
Pouteouatamis
Chicagou R.
Huakiki R.
le Rocher
Pecuarias
Miamis F.
Quiatanous
Ouabache R.
Miamis or Miamis R.
Miamis Fort
Sandusky
Junundat
Wiandots
Ft. Presquisle
Cayahoga R.
Beaver Cr.
Pittsburg
Ohio R.
Niagara
Long Pt.
Rapid R.
Amikoues
Mts. Petes
Emilcouen R.
]

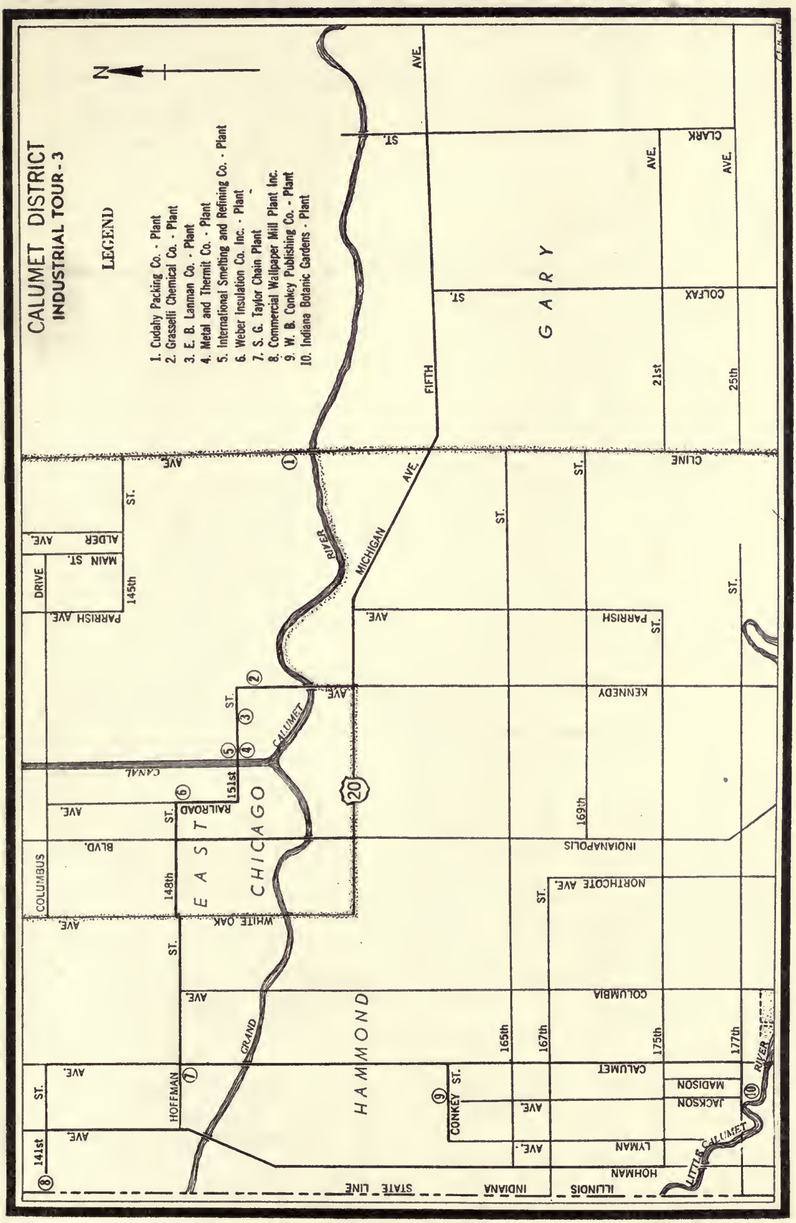

GLENWOOD STAGE
of
INDIANA-ILLINOIS
LAKE MICHIGAN SHORE
LAND
WATER
Present streams and shore lines submerged.
The surface of Lake Michigan at this stage was 60 feet higher than at present.
WINNETKA
WILMETTE
EVANSTON
DES PLAINES
PARK RIDGE
Higgins Creek
North Branch
Chicago River
Des Plaines River
ELMHURST
Salt Creek
RIVERSIDE
LA GRANGE
Flag Creek
South Branch Chicago River
Chicago River
SUMMIT
WILLOW SPRINGS
MT. FOREST ISLAND
DES PLAINES OUTLET
SAG OUTLET
BLUE ISLAND
BLUE ISLAND
Lake Calumet
Calumet River
Hyde Lake
Wolf Lake
Lake George
ILLINOIS
INDIANA
HARVEY
Little Calumet River
HAMMOND
Thorn Creek
GLENWOOD
Hickory Creek
F.X.H. del


ENVIRONS TOUR 1
CALUMET DISTRICT
1939
FROM GARY
1. Site of Ferry
2. Site of First Courthouse
3. Camp 133-Site of Old Town
4. Arthur Patterson Museum
5. Audubon Inn
6. Riverview Park
7. George Earle Home
8. George Earle Art Gallery
9. Lake George
10. Old Hobart Mill
11. Grave of Charles Osborne
12. Josephus Wolf Home
13. Butternut Spring
IN VALPARAISO
14. Logan Home
15. Erasmus Ball Home
16. G. Z. Sayler Home
17. 18. Half Houses
19. Oldest House
20. Porter Home
21. Adam S. Campbell Home
22. Eight - Sided House
23. Magnolia Tree
24. Valparaiso University
25. Site of Civil War Recruits Camp
26. Court House
27. Brown House
TO GARY
28. Site of Wilson Mill
29. Hoosier's Nest
30. Wood's Mill
31. Site of McGwinn's Village
32. Solomon Zuver Home
33. Site of California Exchange Inn
34. Turkey Creek
LAKE MICHIGAN
N
HIGHWAY
DUNES
MILLER
Grand Calumet River
FOURTH AVE.
FIFTH AVE.
BROADWAY
VIRGINIA
GEORGIA
Little Calumet River
LINE LINE
COUNTY COUNTY
LAKE PORTER
6
TURKEY CREEK
Turkey Creek
WHEELER
130
MERRILLVILLE
30
Deep River
2
VALPARAISO
VALPARAISO
N
WILLOW
PINE
ST.
HAAS
INSTITUTE ST.
CHICAGO ST.
CAMPBELL
NAPOLEON
LAFAYETTE
WASHINGTON
W. E.
LINCOLNWAY
LAPORTE AVE.
INDIANA
MORGAN
VALPARAISO
LOCUST
BROWN
UNION
COLLEGE ST.
AVE.
GARFIELD AVE.
LINWOOD AVE.
WEST ST.
F.X.H. delin.


ENVIRONS
OF THE
CALUMET 2
N
LITTLE CALUMET RIVER
SITE OF BRASS TAVERN
MUNSTER
WICKER PARK
HIGHLAND
GARY
6
RIDGE LAWN CEMETERY
BARTLETT WOODS FARM
LOTTAVILLE
BROADWAY
MAYNARD
141
41
GRIFFITH
53
55
COUNTRY CLUB
DYER
330
MERILLVILLE
Lake Hills
LAKE HILLS GOLF & COUNTRY CLUB
30
ST. JOHN
LAKE COUNTY T.B. SANITARIUM
CONTINENTAL WATERSHED
8
CROWN POINT
SITE OF OLD ALL ESTATE & SITE OF FIRST SCHOOL IN LAKE COUNTY
FRANCISCAN CATHOLIC (POLISH) SEMINARY
OLDEST LOG HOUSE IN LAKE COUNTY
ARMOUR
COOK
Cedar Lake
ROMAN CATHOLIC CHURCH & CEMETERY
LINCOLN SCHOOL
CEDAR LAKE
SURPRISE PARK
CUTLER FARM
Dale Carlia Lake
55
LEROY
2
53
HEBRON
8
41
CASTLEBROOK GOLF LINKS
LOWELL
OLD CEMETERY
2
ILLINOIS STATE LINE
INDIANA STATE LINE
Ditch
2
Ditch
Singleton
RIVER
Brown
CAMERON
PRESERVE
53
BROWN FARM
DEMOTTE
SHELBY
FOGLI P EL
55
KAI AKEE
THAYER
41


LAKE MICHIGAN
N
GARY
CANAL
Grand
Calumet
River
BRIDGE ST.
BUCHANAN ST.
BROADWAY
FOURTH AVE.
FIFTH AVE
DUNES HIGHWAY
LEGEND
1. Gary Works
2. Union Drawn Steel Co. Plant
3. Gary Sheet and Tin Mills
4. American Bridge Co Plant
INDUSTRIAL TOUR 1


N
LAKE MICHIGAN
WHITING
ATCHISON AVE
INDIANAPOLIS BLVD.
121st ST.
FRONT AVE
STANDARD ST.
Wolf Lake
AVE
126
127
129 ST.
131 ST.
BIRCH
WHITE OAK AVE
HAMMOND
CALUMET AVE
CANAL
INDIANAPOLIS BLVD.
EAST CHICAGO
Indiana Harbor
CANAL
CLINE AVE
GARY
LEGEND
1. Buffington Plant - Universal Atlas Cement Co.
2. Buffington Harbor
3. Standard Oil Co. Plant
4. Carbide and Carbon Co. Plant
5. Lever Bros. Plant
6. American Maize Products Plant
INDUSTRIAL TOUR 2

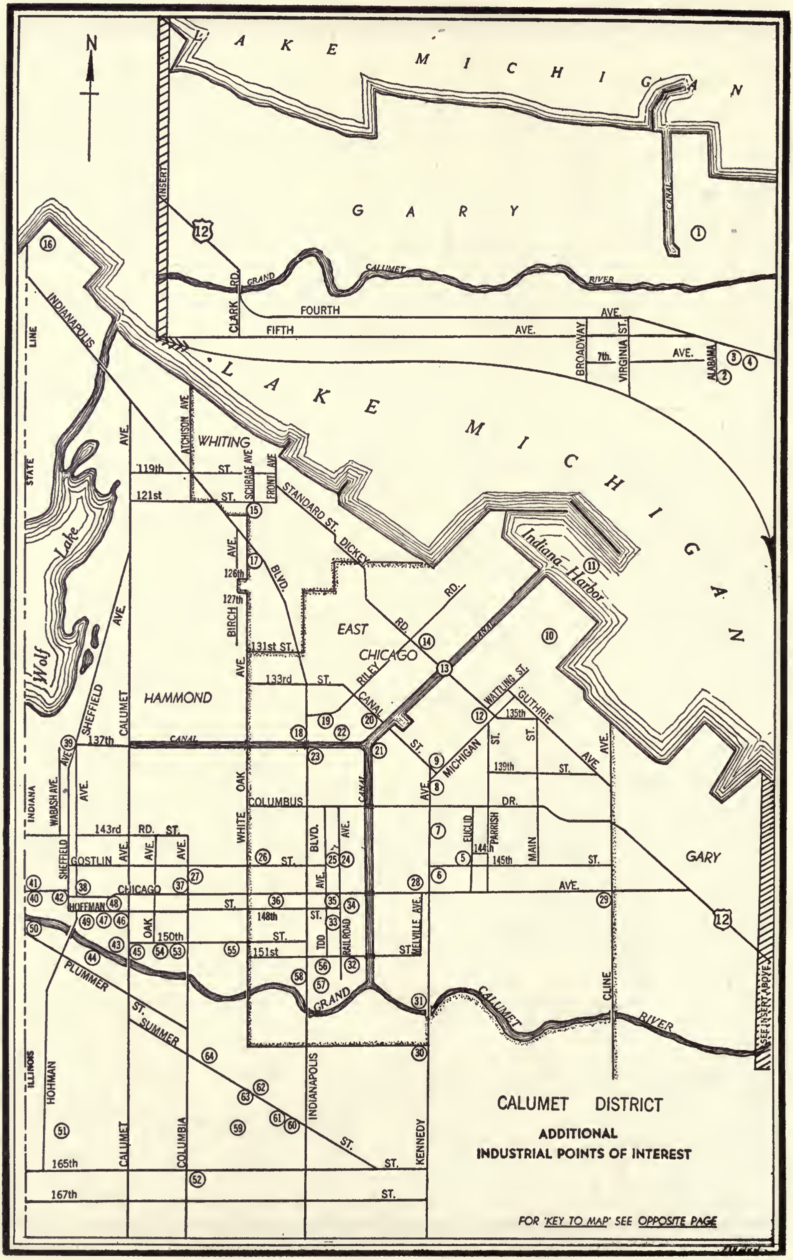


CALUMET DISTRICT
INDUSTRIAL TOUR - 3

LEGEND

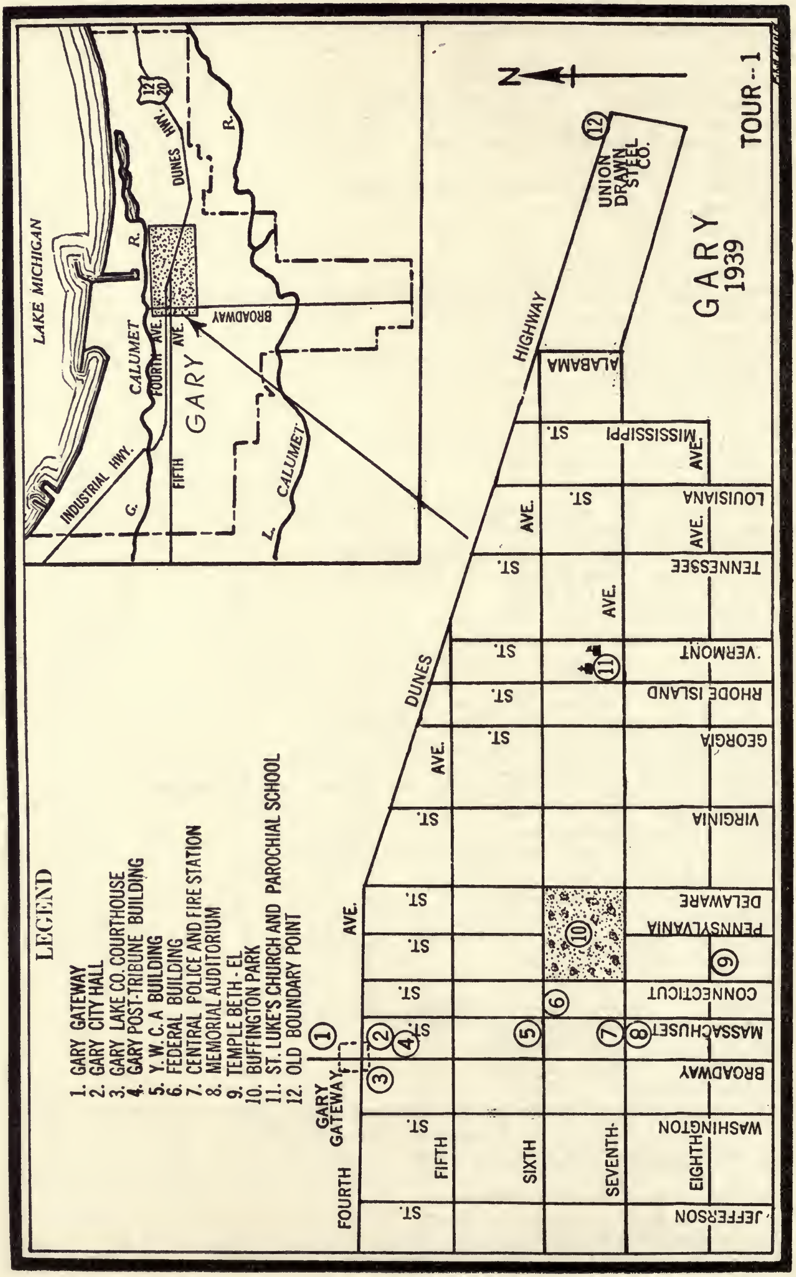
1. Cudahy Packing Co. - Plant
2. Grasselli Chemical Co. - Plant
3. E. B. Lanman Co. - Plant
4. Metal and Thermit Co. - Plant
5. International Smelting and Refining Co. - Plant
6. Weber Insulation Co. Inc. - Plant
7. S. G. Taylor Chain Plant
8. Commercial Wallpaper Mill Plant Inc.
9. W. B. Conkey Publishing Co. - Plant
10. Indiana Botanic Gardens - Plant

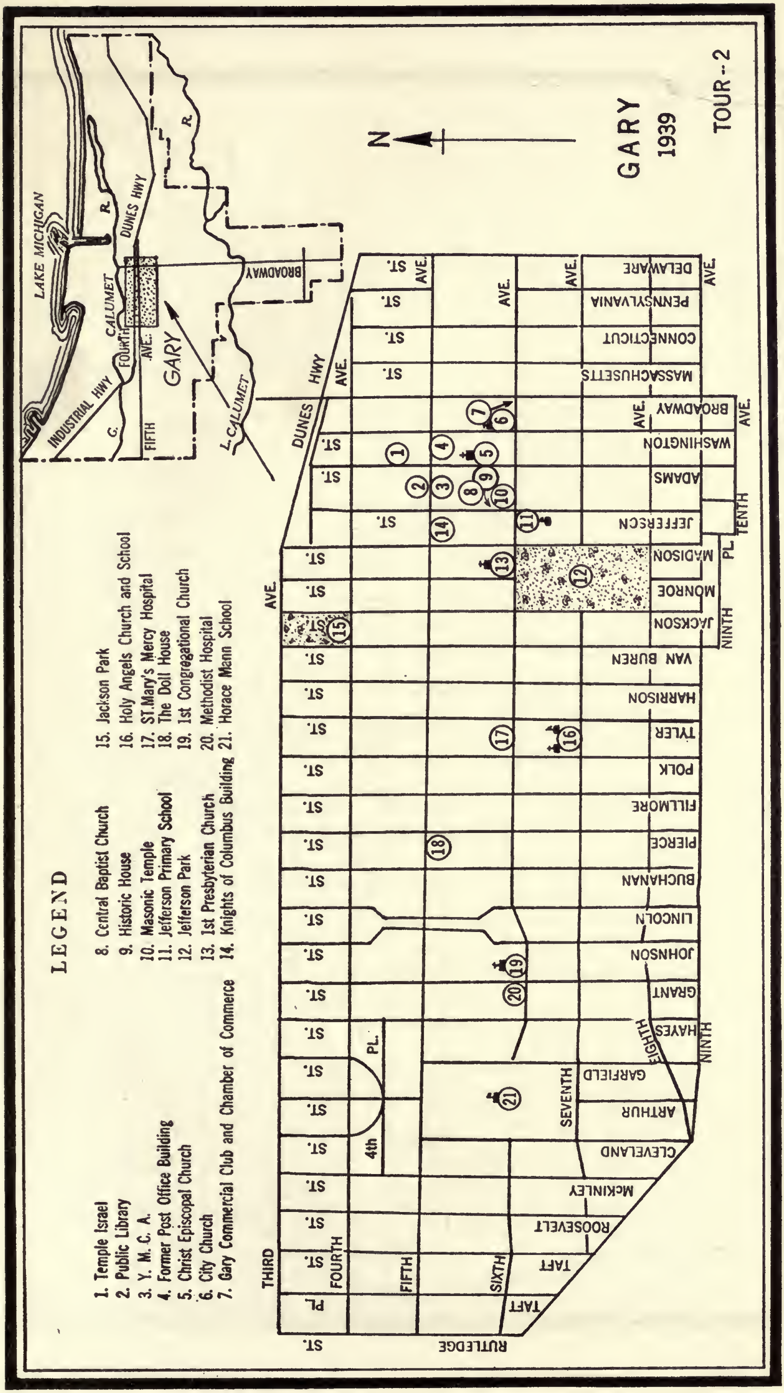
N
GARY
EAST CHICAGO
HAMMOND
20
GRAND CALUMET RIVER
LITTLE CALUMET RIVER
CALUMET CANAL
FIFTH AVE.
MICHIGAN AVE.
CLARK AVE.
COLFAX ST.
21st AVE.
25th AVE.
CLINE AVE.
PARRISH ST.
KENNEDY AVE.
INDIANAPOLIS BLVD.
NORTHCOTE AVE.
COLUMBIA AVE.
CALUMET AVE.
MADISON ST.
JACKSON ST.
LYMAN AVE.
HOHMAN AVE.
ALDER AVE.
MAIN ST.
PARRISH AVE.
145th ST.
151st ST.
148th ST.
RAILROAD AVE.
COLUMBUS DRIVE
WHITE OAK AVE.
HOFFMAN ST.
141st ST.
CONKEY ST.
165th ST.
167th ST.
169th ST.
175th ST.
177th ST.
INDIANA STATE LINE ILLINOIS
1
2
3
4
5
6
7
8
9
10

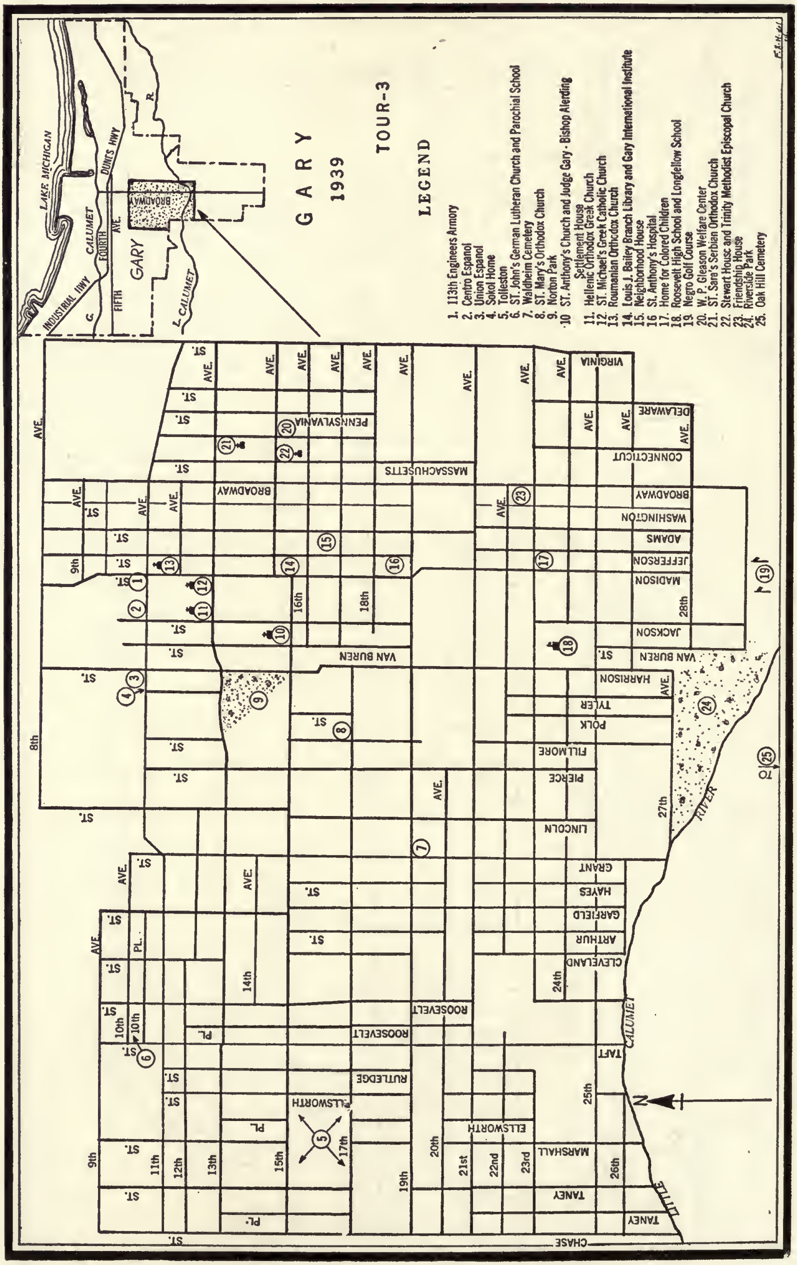

CALUMET DISTRICT
ADDITIONAL
INDUSTRIAL POINTS OF INTEREST
FOR 'KEY TO MAP' SEE OPPOSITE PAGE
N
LAKE MICHIGAN
GARY
INSERT
CANAL
GRAND CALUMET RIVER
CLARK RD.
FOURTH AVE.
FIFTH AVE.
BROADWAY
VIRGINIA ST.
7th. AVE.
ALABAMA
STATE LINE
INDIANAPOLIS BLVD.
Wolf Lake
WHITING
ATCHISON AVE
SCHRAGE AVE
FRONT AVE
119th ST.
121st ST.
STANDARD ST.
DICKEY RD.
Indiana Harbor
EAST CHICAGO
HAMMOND
BIRCH AVE.
126th
127th
131st ST.
133rd ST.
RILEY
CANAL ST.
WATLING ST.
GUTHRIE AVE.
135th
139th ST.
MICHIGAN AVE.
COLUMBUS DR.
EUCLID
PARRISH
144th
145th ST.
MAIN ST.
SHEFFIELD AVE.
CALUMET AVE.
137th CANAL
INDIANA
WABASH AVE.
143rd RD. ST.
GOSTLIN
CHICAGO AVE.
HOFFMAN
WHITE OAK AVE.
OAK AVE.
148th ST.
150th
151st ST.
TOD AVE.
RAILROAD
MELVILLE AVE.
CLINE
PLUMMER ST.
SUMMER ST.
ILLINOIS
HOHMAN
COLUMBIA
INDIANAPOLIS
KENNEDY
165th ST.
167th ST.
SEE INSERT ABOVE
12
① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿ (51) (52) (53) (54) (55) (56) (57) (58) (59) (60) (61) (62) (63) (64)

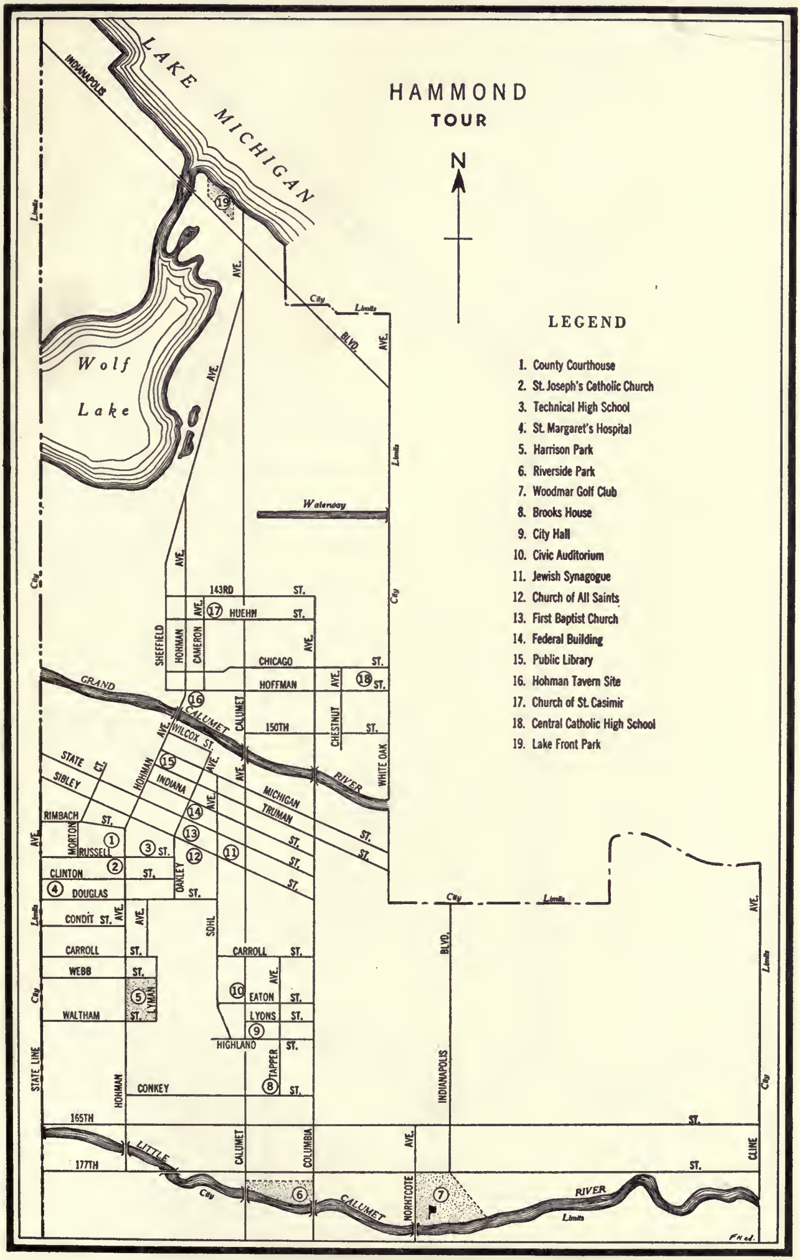
## ADDITIONAL INDUSTRIAL POINTS OF INTEREST

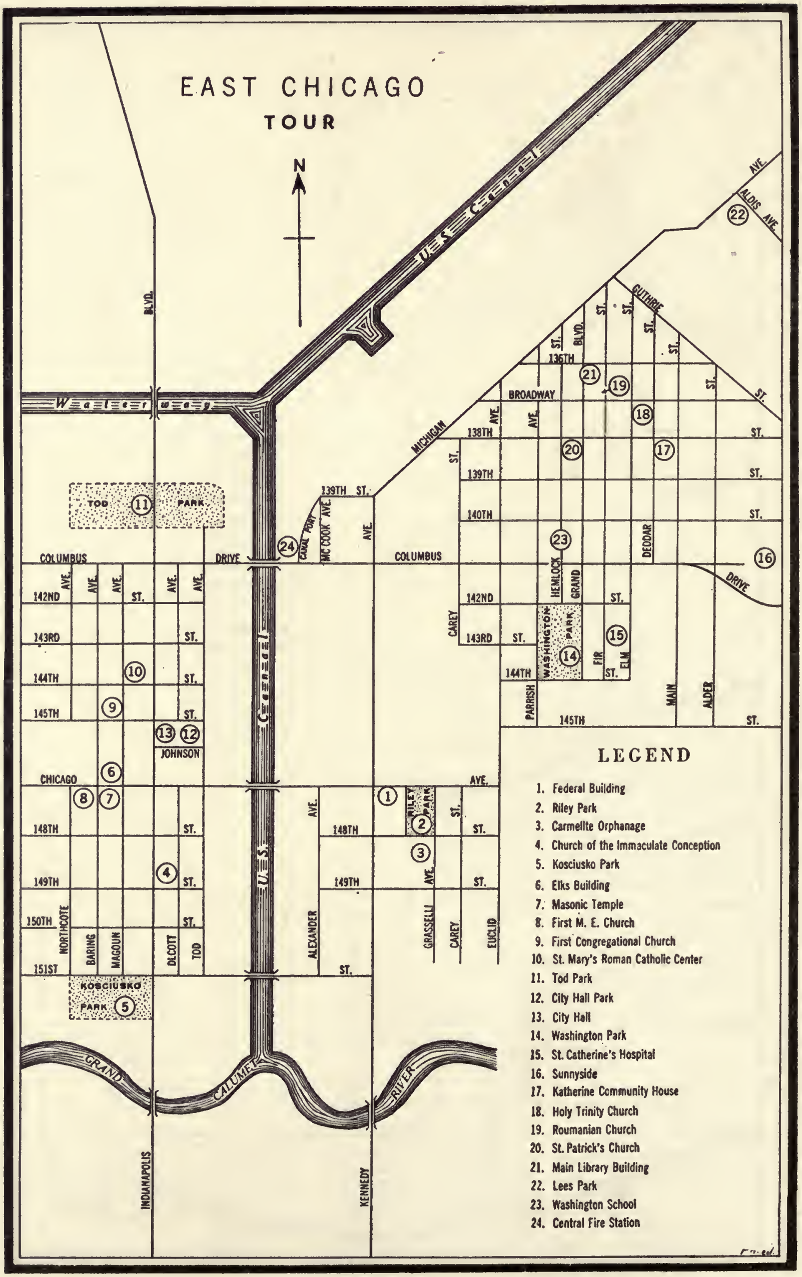
1—National Tube Co. Plant
2—Gary Screw and Bolt Co. Plant
3—Pacific Electric Mfg. Corp. Plant
4—Standard Steel Spring Co. Plant
5—General American Transportation Corp. Plant
6—Linde Air Products Co. Plant
7—Harbison-Walker Refractories Plant
8—O. F. Jordan Plant
9—East Chicago Plant American Steel Foundries
10—Inland Steel Co. Plant
11—Indiana Harbor
12—Standard Forgings Co. Plant
13—Indiana Harbor Ship Canal
14—The Plant of The Youngstown Sheet and Tube Co.
15—The Globe Roofing Products Co. Plant
16—State Line Generating Plant
17—American Smelting and Refining Co. Plant
18—Sinclair Refining Co. Plant
19—Associated Box Co. Plant
20—U. S. Gypsum Co. Plant
21—East Chicago Dock Terminal Co. Plant
22—Hoosier Terminal Co. Plant
23—Wadhams Oil Plant
24—Continental Roll and Steel Foundry Co. Plant
25—George K. Limbert Co. Plant
26—Plant of the Edward Valve & Mfg. Co., Inc.
27—The Union Metals Products Co. Plant
28—U. S. Reduction Co. Plant
29—Cities Service Oil Co. Plant
30—The Shell Petroleum Corp. Plant
31—U. S. S. Lead Refinery, Inc. Plant
32—Superheater Co. Plant
33—The Graver Tank and Mfg. Co. Plant
34—The Calumet Foundry and Machine Co. Plant
35—The Famous Manufacturing Co. Plant
36—Albert Given Mfg. Co. Plant
37—The Substation of The Northern Indiana Public Service Company
38—La Vendor Cigar Co. Plant
39—W. J. Holliday Co. Plant
40—Plant of The Federal American Cement Tile Co.
41—Presto-Lite Co. Plant
42—The Champion Corp. Plant
43—The Plant of The American Steel Foundries
44—United Boiler Heating and Foundry Co. Plant
45—Nowak Milling Co. Plant
46—Hirsch Shirt Corp. Plant
47—Plant of The Screw Conveyor Corp.
48—Plant of the Weller Metal Products Co.
49—Queen Anne Candy Co. Plant
50—Riverdale Products Co. Plant
51—Metz Furniture Co. Plant
52—Southern Wheel Division of the American Brake Shoe and Foundry Co. Plant
53—The Camel Plant of the Youngstown Steel Door Co.
54—Beatty Machine and Mfg. Co. Plant
55—La Salle Steel Co. Plant
56—Plant of the Champion Rivet Co.
57—The Air Reduction Sales Co. Plant
58—The Bates Expanded Steel Corp. Plant
59—Pullman Standard Car Mfg. Co. Plant
60—The Plant of the Cities Construction Co.
61—Plant of the Hoess Manufacturing Co.
62—The Metals Refining Co. Plant
63—Calumet Steel Castings Corp. Plant
64—Central Railway Signal Co. Plant

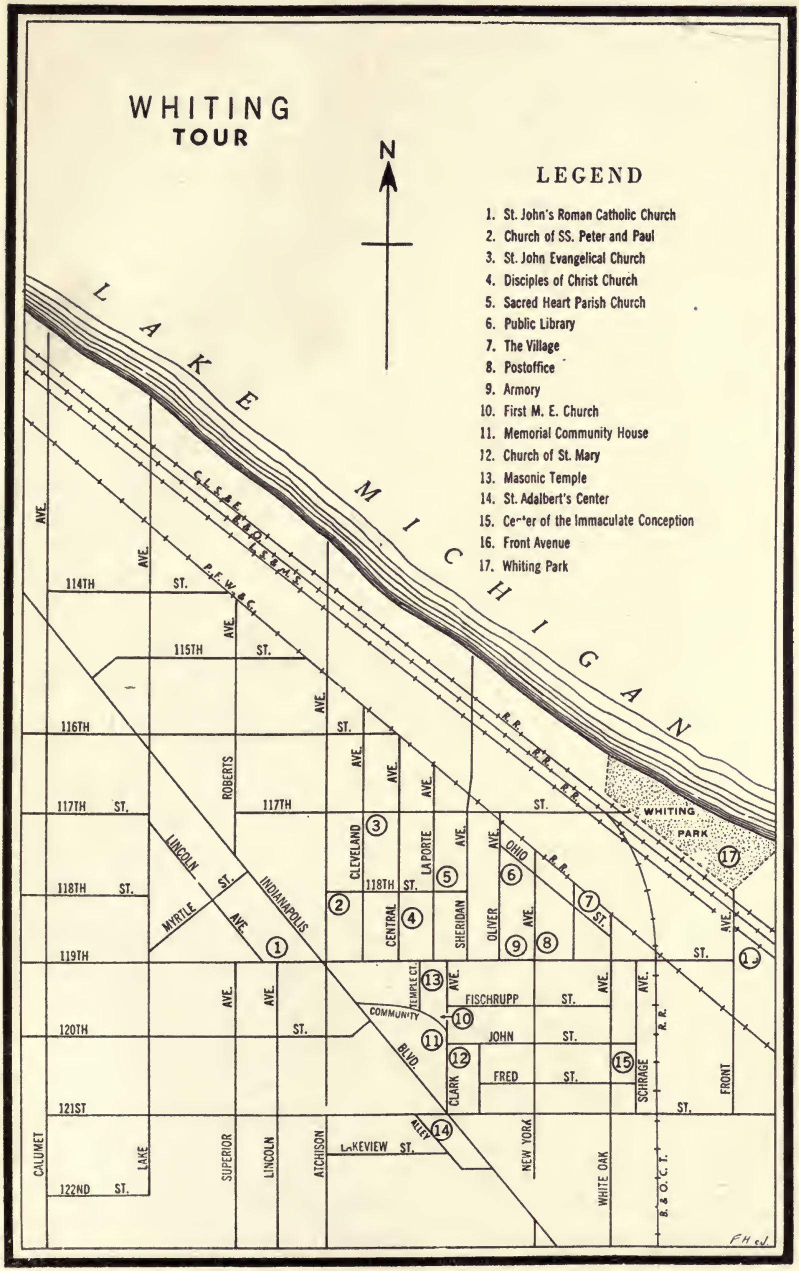

LEGEND
1. GARY GATEWAY
2. GARY CITY HALL
3. GARY LAKE CO. COURTHOUSE
4. GARY POST-TRIBUNE BUILDING
5. Y. W. C. A BUILDING
6. FEDERAL BUILDING
7. CENTRAL POLICE AND FIRE STATION
8. MEMORIAL AUDITORIUM
9. TEMPLE BETH-EL
10. BUFFINGTON PARK
11. ST. LUKE'S CHURCH AND PAROCHIAL SCHOOL
12. OLD BOUNDARY POINT
GARY 1939
TOUR-1
N
LAKE MICHIGAN
CALUMET R.
FOURTH AVE.
FIFTH AVE.
GARY
BROADWAY
INDUSTRIAL HWY.
DUNES HWY.
12 20
G. C. R.
L. CALUMET R.
DUNES HIGHWAY AVE.
UNION DRAWN STEEL CO.
GARY GATEWAY
FOURTH AVE.
FIFTH AVE.
SIXTH AVE.
SEVENTH AVE.
EIGHTH AVE.
JEFFERSON ST.
WASHINGTON ST.
BROADWAY
MASSACHUSETTS ST.
CONNECTICUT ST.
PENNSYLVANIA ST.
DELAWARE ST.
VIRGINIA ST.
GEORGIA ST.
RHODE ISLAND ST.
VERMONT ST.
TENNESSEE ST.
LOUISIANA ST.
MISSISSIPPI ST.
ALABAMA


GARY
1939
TOUR--2
N
LEGEND
1. Temple Israel
2. Public Library
3. Y. M. C. A.
4. Former Post Office Building
5. Christ Episcopal Church
6. City Church
7. Gary Commercial Club and Chamber of Commerce
8. Central Baptist Church
9. Historic House
10. Masonic Temple
11. Jefferson Primary School
12. Jefferson Park
13. 1st Presbyterian Church
14. Knights of Columbus Building
15. Jackson Park
16. Holy Angels Church and School
17. ST.Mary's Mercy Hospital
18. The Doll House
19. 1st Congregational Church
20. Methodist Hospital
21. Horace Mann School
LAKE MICHIGAN
INDUSTRIAL HWY
DUNES HWY
CALUMET
FOURTH AVE.
FIFTH
GARY
G.
R.
L. CALUMET
BROADWAY
DUNES HWY
THIRD
FOURTH
FIFTH
SIXTH
SEVENTH
EIGHTH
NINTH
TENTH
4th
PL.
AVE.
ST.
RUTLEDGE
TAFT
ROOSEVELT
McKINLEY
CLEVELAND
ARTHUR
GARFIELD
HAYES
GRANT
JOHNSON
LINCOLN
BUCHANAN
PIERCE
FILLMORE
POLK
TYLER
HARRISON
VAN BUREN
JACKSON
MONROE
MADISON
JEFFERSON
ADAMS
WASHINGTON
BROADWAY
MASSACHUSETTS
CONNECTICUT
PENNSYLVANIA
DELAWARE


GARY
1939
TOUR-3
LEGEND
1. 113th Engineers Armory
2. Centro Espanol
3. Union Espanol
4. Sokol Home
5. Tolleston
6. ST. John's German Lutheran Church and Parochial School
7. Waldheim Cemetery
8. ST. Mary's Orthodox Church
9. Norton Park
10. ST. Anthony's Church and Judge Gary - Bishop Alerding Settlement House
11. Hellenic Orthodox Greek Church
12. ST. Michael's Greek Catholic Church
13. Roumanian Orthodox Church
14. Louis J. Bailey Branch Library and Gary International Institute
15. Neighborhood House
16. St. Anthony's Hospital
17. Home for Colored Children
18. Roosevelt High School and Longfellow School
19. Negro Golf Course
20. W. P. Gleason Welfare Center
21. ST. Sava's Serbian Orthodox Church
22. Stewart House and Trinity Methodist Episcopal Church
23. Friendship House
24. Riverside Park
25. Oak Hill Cemetery
LAKE MICHIGAN
INDUSTRIAL HWY
CALUMET
DUNES HWY
FOURTH AVE.
FIFTH
GARY
BROADWAY
L. CALUMET
R.
PENNSYLVANIA
MASSACHUSETTS
BROADWAY
VAN BUREN
VIRGINIA
DELAWARE
CONNECTICUT
WASHINGTON
ADAMS
JEFFERSON
MADISON
JACKSON
HARRISON
TYLER
POLK
FILLMORE
PIERCE
LINCOLN
GRANT
HAYES
GARFIELD
ARTHUR
CLEVELAND
ROOSEVELT
TAFT
RUTLEDGE
ELLSWORTH
MARSHALL
TANEY
CHASE
LITTLE CALUMET RIVER
N
F.A.H.


HAMMOND
TOUR
N
LEGEND
1. County Courthouse
2. St. Joseph's Catholic Church
3. Technical High School
4. St. Margaret's Hospital
5. Harrison Park
6. Riverside Park
7. Woodmar Golf Club
8. Brooks House
9. City Hall
10. Civic Auditorium
11. Jewish Synagogue
12. Church of All Saints
13. First Baptist Church
14. Federal Building
15. Public Library
16. Hohman Tavern Site
17. Church of St. Casimir
18. Central Catholic High School
19. Lake Front Park
LAKE MICHIGAN
Wolf Lake
INDIANAPOLIS BLVD.
City Limits
Waterway
GRAND CALUMET RIVER
LITTLE CALUMET RIVER
143RD ST.
HUEHN ST.
CHICAGO ST.
HOFFMAN ST.
150TH ST.
SHEFFIELD AVE.
HOHMAN AVE.
CAMERON AVE.
CALUMET AVE.
CHESTNUT AVE.
WHITE OAK AVE.
WILCOX ST.
STATE CT.
SIBLEY ST.
INDIANA ST.
MICHIGAN ST.
TRUMAN ST.
RIMBACH ST.
MORTON
RUSSELL ST.
CLINTON ST.
DOUGLAS ST.
CONDIT ST.
OAKLEY AVE.
SOHL AVE.
CARROLL ST.
WEBB ST.
WALTHAM ST.
LYMAN AVE.
EATON ST.
LYONS ST.
HIGHLAND ST.
TAPPER AVE.
CONKEY ST.
STATE LINE AVE.
165TH ST.
177TH ST.
COLUMBIA AVE.
NORHTCOTE AVE.
CLINE AVE.
F.H. del.


EAST CHICAGO
TOUR
N
U.S. Canal
Waterway
BLVD.
TOD PARK
⑪
COLUMBUS DRIVE
COLUMBUS
DRIVE
139TH ST.
CANAL PORT
MC COOK AVE.
AVE.
MICHIGAN
BROADWAY
136TH
138TH
139TH
140TH
142ND
143RD
144TH
145TH
148TH
149TH
150TH
151ST
ST.
AVE.
GUTHRIE
ALDIS AVE.
CAREY
HEMLOCK
GRAND
DEODAR
WASHINGTON PARK
FIR
ELM
PARRISH
MAIN
ALDER
JOHNSON
CHICAGO
AVE.
RILEY PARK
ALEXANDER
GRASSELLI
EUCLID
NORTHCOTE
BARING
MAGOUN
OLCOTT
TOD
KOSCIUSKO PARK
GRAND CALUMET RIVER
INDIANAPOLIS
KENNEDY
LEGEND
1. Federal Building
2. Riley Park
3. Carmelite Orphanage
4. Church of the Immaculate Conception
5. Kosciusko Park
6. Elks Building
7. Masonic Temple
8. First M. E. Church
9. First Congregational Church
10. St. Mary's Roman Catholic Center
11. Tod Park
12. City Hall Park
13. City Hall
14. Washington Park
15. St. Catherine's Hospital
16. Sunnyside
17. Katherine Community House
18. Holy Trinity Church
19. Roumanian Church
20. St. Patrick's Church
21. Main Library Building
22. Lees Park
23. Washington School
24. Central Fire Station


WHITING
TOUR
N
LEGEND
1. St. John's Roman Catholic Church
2. Church of SS. Peter and Paul
3. St. John Evangelical Church
4. Disciples of Christ Church
5. Sacred Heart Parish Church
6. Public Library
7. The Village
8. Postoffice
9. Armory
10. First M. E. Church
11. Memorial Community House
12. Church of St. Mary
13. Masonic Temple
14. St. Adalbert's Center
15. Center of the Immaculate Conception
16. Front Avenue
17. Whiting Park
LAKE MICHIGAN
C.L.S.&E.
B.&O.
L.S.&M.S.
P.F.W.&C.
R.R.
WHITING PARK
114TH ST.
115TH ST.
116TH ST.
117TH ST.
118TH ST.
119TH ST.
120TH ST.
121ST ST.
122ND ST.
LINCOLN AVE.
MYRTLE ST.
INDIANAPOLIS
COMMUNITY BLVD.
OHIO ST.
FISCHRUPP ST.
JOHN ST.
FRED ST.
LAKEVIEW ST.
ALLEY
CALUMET AVE.
LAKE AVE.
ROBERTS AVE.
SUPERIOR AVE.
LINCOLN AVE.
ATCHISON AVE.
CLEVELAND AVE.
CENTRAL AVE.
LAPORTE AVE.
SHERIDAN AVE.
OLIVER AVE.
TEMPLE CT.
CLARK AVE.
NEW YORK AVE.
WHITE OAK AVE.
SCHRAGE AVE.
FRONT AVE.
B. & O. C. T. R.R.
F.H.J.

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